The China Mail.

Established February, 1845.

VOL. XLII. No. 7231. 英一千八百八十六年十月六號 HONGKONG, WEDNESDAY, OCTOBER 6, 1886. 丙戌年九月初九日 PRICE, $2 PER MONTH.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 159 & 164, *Leadenhall Street*.

PARIS AND EUROPE:—AMEDEE PRINCE & Co., 36, *Rue Lafayette, Paris*.

NEW YORK:—ANDREW WIND, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINEKEN & Co., *Manila*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELCH & Co. *Amoy*, WILSON, NICHOLLS & Co. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$7,500,000
RESERVE FUND.....$4,500,000
RESERVE FOR EQUALIZATION OF DIVIDENDS.....$ 200,000
RESERVE LIABILITY OF PROPRIETORS.....$7,500,000

COURT OF DIRECTORS.

Chairman—A. McIVER, Esq.
Deputy Chairman—M. GROTE, Esq.

Hon. J. BELL IRVING. | H. HOPPIUS, Esq.
C. D. BOPPOMLEY, Esq. | E. H. M. HUNTINGTON, Esq.
W. H. F. DABEY, Esq. | Hon. A. P. McEWEN.
H. L. DALRYMPLE, Esq. | Hon. F. D. SASSOON.

CHIEF MANAGER.

Hongkong.....THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.
MANAGER.
Shanghai.....EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank*.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.

Hongkong, August 28, 1886. 947

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.

Hongkong, June 7, 188. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.....£2,000,000
PAID-UP.....£ 500,000

REGISTERED OFFICE,
40, THREADNEEDLE STREET, LONDON.

BRANCHES:
In India, China, Japan and the Colonies.

THE Bank RECEIVES Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "
On Current Deposit Accounts 2 per cent. per annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the *Balances* of such Claims purchased on advantageous terms.

Agency of
THE NATIONAL LIFE ASSURANCE SOCIETY.
H. A. HERBERT,
Manager,
Hongkong Branch.

Hongkong, May 31, 1886. 1068

Business Notices.

FURNISHING DEPARTMENT.

LANE CRAWFORD & Co.

BEG to announce that they have just received their NEW STOCK OF

CARPETS AND FURNISHING GOODS

IN THIS SEASON'S DESIGNS,

COMPRISING:—

3,500 YARDS BEST QUALITY BRUSSELS CARPETS in Art Designs and Colorings, WITH BORDERS AND RUGS TO MATCH.

2,000 YARDS 2ND QUALITY BRUSSELS CARPETS in Art Designs and Colorings, WITH BORDERS AND RUGS TO MATCH.

3,000 YARDS TAPESTRY CARPETS in Art Designs and Colorings WITH BORDERS AND RUGS TO MATCH.

'KENSINGTON CARPETS.'—These are inexpensive but most Artistic productions of the English Loom, woven in one piece, without seam, bordered, fringed and reversible: may be had in a variety of Patterns and SIZES, SUITABLE FOR RECEPTION AND BEDROOMS.

'WESTMINSTER CARPETS.'—These are similar in texture to a medium quality Brussels Carpets, most Artistic in Design, inexpensive and durable, suitable for Dining and Drawing Rooms. A great VARIETY TO SELECT FROM IN VARIOUS SIZES.

'ORIENTAL CARPETS AND RUGS.'—A Splendid Collection of Antique Persian and Indian Rugs and Carpets;—Daghestan, Koula, and Scinde Rugs in great variety. An immense assortment of Axminster and Velvet Hearth Rugs, Sofa Carpets, and Door Mats. Sheepskin Rugs and Mats in all Colorings.

Curtain Department.

A LARGE ASSORTMENT OF CURTAINS in every TEXTURE,—MADRAS, GUIPURE, SWISS and NOTTINGHAM LACE, from $2.00 per pair.—Some special novelties.

'TAPESTRY CURTAINS,' WITH BORDERS & DADOES.—These are Woven in the Curtain with Border and Dado to Match, in every variety of design and coloring;—require no making or trimming,—from $10 per pair.

'TAPESTRIES AND COVERING FABRICS.'—The most wonderful improvements have been made within the last few years in the MANUFACTURE and COLORING of COVERING FABRICS. The Artistic effect which some of these goods—even at $1.00 per yard, double width—give is extraordinary. LANE, CRAWFORD & Co. have a very large variety of patterns, double width, from $1.00 per yard. Also FRINGES and TRIMMINGS made specially to match.

NOVELTIES in PLUSH and TAPESTRY TABLE COVERS, TIDIES, TOILET COVERS and ANTIMACASSARS.

ARTISTIC DRAPERIES and MANTEL BORDERS.

BED and TABLE LINEN AND EVERY description of HOUSEHOLD DRAPERY.

CALIFORNIA SAXONY and WITNEY BLANKETS, EIDER DOWN QUILTS AND PILLOWS.

OVERMANTELS, MIRRORS, PERAMBULATORS, &c.

Bedstead Department.

LANE, CRAWFORD & COMPANY have seldom less than 100 Bedsteads in stock of various patterns to suit all purchasers: they have just received an Elegant All BRASS HALF CANOPY BEDSTEAD and a very handsome All BRASS FOUR POST ditto, which are now on view.

SPRING MATTRASSES.—SANITARY WOVEN WIRE and CHAIN SPRING MATTRASSES in every size to fit any BEDSTEAD.

Bedding.

LANE, CRAWFORD & COMPANY'S BEDDING is all manufactured by themselves and guaranteed pure, none but NEW and FIRST-CLASS MATERIALS being used. As there are several unscrupulous Tradesmen and Dealers, who, by using second-hand horse hair and stuffing, are able to offer worthless articles at comparatively low prices, Lane, Crawford & Co. beg to intimate that in making Bedding they use none but NEW and FIRST CLASS MATERIALS and guarantee the purity of their productions.

OLD MATTRASSES purified and re-made.

OLD FURNITURE Re-covered Equal to New. Estimates and designs free.

LANE, CRAWFORD & Co.

HONGKONG, October 4, 1886. 1894

Intimations.

HONGKONG MASONIC CLUB, LIMITED.

NOTICE.

A MEETING of SHAREHOLDERS will be held at the MASONIC HALL, Zetland Street, on TUESDAY, October 12th, at 5.15 for 5.30 p.m. sharp.

By Order,
GEO. H. SWALES,
Secretary.

Hongkong, October 5, 1886. 1912

HONGKONG JOCKEY CLUB.

THE Annual General MEETING of MEMBERS of the above Club will be held at the CITY HALL, at 4.30 p.m. on WEDNESDAY, the 20th Instant.

By Order,
J. GRANT,
Clerk of the Course.

Hongkong, October 5, 1886. 1905

THE LEE YUEN SUGAR REFINING COMPANY, IN LIQUIDATION.

NOTICE is hereby given that a General MEETING of the Company will be held on WEDNESDAY, the 27th of October, 1886, at Three o'Clock in the Afternoon, at the Office of C. EWENS, Solicitor, No. 45, Queen's Road, for the purpose of having the Account of the Liquidators laid before the Company and of hearing the explanation of the Liquidators.

Dated 25th September, 1886. 1846

ANDREW JOHNSTON,
LAU WAI CHUEN,
LI KING TIN.
} *Liquidators*.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A Second BONUS of FIVE PER CENT. on Contributions, and a DIVIDEND of SIX DOLLARS and TWENTY-FIVE CENTS per Share for the year 1885, will be Payable on MONDAY, the 4th Instant.

WARRANTS may be had on application at the OFFICE of the Society on and after that date.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, October 2, 1886. 1883

HONGKONG HOTEL.

THE HOTEL is now prepared to SUPPLY PIONIC PARTIES, &c., with all REQUISITES on Moderate Terms.

A. FONSECA,
Assistant Manager.

Hongkong, September 7, 1886. 1720

ROBERT LANG & Co.

TO Meet the increasing requirements of our Business, we have leased the SHOP recently occupied by Mr. H. CAMPBELL, Hairdresser, and have opened up communication between it and our Original Premises.

In making this intimation to our Customers, we would also inform them that our NEW AUTUMN STOCK is now being shown, replete in all the latest Styles and Materials, and Purchasers may rely upon obtaining from us, only Goods that are new and in good condition; all Stock that had deteriorated from any cause whatever having been Sold at Auction a few weeks ago, as we do not consider it to our advantage to keep old Stock from year to year.

From our practical knowledge of Tailoring, Shirt-making, and Gentlemen's Outfitting, to which we confine ourselves, we can ensure our Customers careful attention, good value, and punctuality in the fulfilment of orders.

Hongkong, September 16, 1886. 1788

THE BON MARCHE.

(CHEAP MARKET.)

ADJOINING THE STAG HOTEL (NEXT DOOR).

CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES, *At Cash Prices and for Cash only*.

PIPES, WATCHES,
TOBACCOS, MUSICAL INSTRUMENTS,
CIGARS, ALBUMS,
BOOKS, KNIVES,
NOVELS, CUTLERY,
MUSIC, LEATHER GOODS,
CLOCKS, and a varied Stock of Fancy GOODS of all kinds.

BON MARCHE, next door to THE STAG HOTEL.

Hongkong, September 8, 1886. 1739

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

Business Notices.

W. POWELL & Co.

EX STEAMSHIP *NESTOR*.

NEW
WINTER DRESS MATERIALS,
OVER 350 PIECES.
PRICE from 15 CENTS per Yard.

W. POWELL & Co.

VICTORIA EXCHANGE, September 14, 1886. 1774

KELLY & WALSH, LD.,

CALL ATTENTION TO THE FOLLOWING VERY CHEAP COLLECTIONS OF

NEW VOCAL AND INSTRUMENTAL MUSIC.

SONG FOLIO:—116 of the Newest and Most Popular Songs - $1.00
VOCAL FOLIO:—A collection of 83 Modern Songs not found in the Original Song Folio - - - - - $1.00
DANCE FOLIO, Vol. I & II:—A collection of the Latest and Most Popular Dance Music - - - - - $1.00
GALAXY OF SONG:—A collection of Late Popular Songs - - - - $1.00
WALTZ ALBUM:—176 Pages of the very best Modern Waltzes - - $1.00
FOLIO OF MUSIC:—New Waltzes, Polkas, Quadrilles and Dance Music $1.00
SONGS OF ENGLAND:—A collection of over 190 Old Standard British Songs $1.00
SONGS OF SCOTLAND:—All the Old Favorite Scotch Songs - - - $1.00
SONGS OF WALES:—A collection of Standard Welsh Songs - - - - $1.00
SONGS OF FRANCE:—A collection of the best French Songs with French and English Words - - - - - $1.00
GEMS OF ENGLISH SONG:—The best and most carefully compiled collection of Modern Songs published - $2.50
SHOWER OF PEARLS:—The only good collection of Modern Vocal Duets published - - - - - - - $2.50
GEMS OF THE DANCE:—A capital selection of Good Modern Dance Music $2.50
GEMS OF STRAUSS:—A selection of his best Waltzes - - - - - - $2.50
OPERATIC GEMS:—Beautiful Melodies from the Most Popular Operas - $2.50

Hongkong, August 26, 1886. 1639

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held at Mt. Kellett, on MONDAY, the 18th day of October, 1886, at 5.30 p.m., are published for general information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 2nd October, 1886. 1910

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 18th day of October, 1886, at 5.30 p.m., by Order of His Excellency the Officer Administering the Government of One Lot of Crown Land, at Mt. Kellett, for a term of 75 years.

Particulars of the Lots.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Square feet in Contents	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Rural Building Lot No. 48	South side of Mt. Kellett, The Peak	100	70	203	208	17,050	42	250

Shipping.

Steamers.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Verona* will leave for the above place on THURSDAY, the 7th Instant, at Daylight.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 5, 1886. 1909

FOR SINGAPORE, HAVRE AND HAMBURG, *VIA* SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship *Polyhymnia*, Captain F. NAGEL, will be despatched for the above Ports on THURSDAY, the 7th October, at Daylight.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, September 27, 1886. 1849

NAVIGAZIONE GENERALE ITALIANA FLORIO & RUBATTINO UNITED COMPANIES.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND MARSEILLES.

(Taking Cargo at through rates to all MEDITERRANEAN & LEVANTINE PORTS, ODESSA & ALEXANDRIA, *and also to* NEW YORK & BUENOS AYRES, MONTE-VIDEO.)

The Co.'s Steamship *R. Rubattino* will be despatched as above on THURSDAY, the 7th October, at 2 p.m.

The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewardess.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, October 5, 1886. 1911

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Paoksang*, Captain HOGG, will be despatched as above on THURSDAY, the 7th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

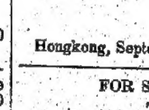
Hongkong, October 4, 1886. 1893

Shipping.

Steamers.

UNION LINE.

FOR KOBE AND YOKOHAMA.

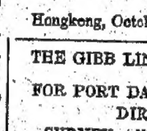


The Steamship *Travancore*, Captain LOGAN, will be despatched for the above Ports on THURSDAY, the 7th October, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, September 20, 1886. 1866

FOR SHANGHAI.



The Steamship *Peking*, Capt. G. HEUERMANN, will be despatched for the above Port on THURSDAY, the 7th Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, October 5, 1886. 1899

THE GIBB LINE OF STEAMERS.

FOR PORT DARWIN, AND THENCE DIRECT TO SYDNEY AND MELBOURNE.

(Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA *and* NEW ZEALAND.)

The British Steamer *Pathan*, Captain ROWLEY, with part Cargo from JAPAN and FOOCHOW, will be despatched as above on THURSDAY, the 7th Instant, at 4 p.m.

To connect, at PORT DARWIN, with the *Rosamond*, for the transhipment of through Cargo for QUEENSLAND PORTS and NEW ZEALAND.

The *Pathan* has excellent Accommodation for First-class Passengers.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, October 2, 1886. 1885

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship *Stettin*, Capt. E. F. W. WARNKES, will leave for the above Ports on or about the 9th Instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 5, 1886. 1907

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Nürnberg*, Captain BEEDROW, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 5, 1886. 1908

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)

The Co.'s Steamship *Amphitrite*, Captain B. GELCICH, will be despatched as above on FRIDAY, the 15th October, at Noon.

For further Particulars, regarding Freight and Passage, apply to the AGENCY of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, October 4, 1886. 1890

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Titan*, Captain BROWN, will be despatched as above on SUNDAY, the 10th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 4, 1886. 1889

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* SUEZ CANAL.

(Taking Cargo at 50/- per Ton through to NEW YORK.)

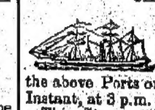
The Co.'s Steamship *Ningchow*, G. L. CASTLE, Comm'der, will be despatched as above on or about the 12th Instant.

For Freight, &c., apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, October 5, 1886. 1904

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.



The Co.'s Steamship *Wingsang*, Captain D'STE. CROIX, will be despatched for the above Ports on THURSDAY, the 14th Instant, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 5, 1886. 1902

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, &c.)

The Steamship *Airlie*, Captain ELLIS, will be despatched for the above Ports on THURSDAY, the 14th Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, October 1, 1886. 1875

FOR LONDON *VIA* SUEZ CANAL.

The Steamship *Glenorchy*, Captain GEDYE, will be despatched as above on or about the 20th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, October 5, 1886. 1903

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Port Adelaide*, F. WEST, Commander, will be despatched for above Ports on or about the 22nd Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 4, 1886. 1896

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A.1. American Ship *T. F. Oakes*, CLIFF, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, September 6, 1886. 1722

FOR NEW YORK.

The American Barque *Annie W. Weston*, DUNCAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, September 13, 1886. 1764

For Sale.

FOR SALE

THE BRITISH STEAMSHIP *CRUSADER*.

For Particulars, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, October 2, 1886. 1886

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts.....$20 per Case of 1 doz.
Pints.....$21 " " 2 "

Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1197

For Sale.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

—:o:—

HAVE FOR SALE THE FOLLOWING

STORES.

—o—

EX AMERICAN MAIL STEAMER.

Smoked HAMS.
Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
CUTTING'S Table FRUITS.
ASPARAGUS.
Queen OLIVES.
Sausage MEAT.
CAVIAR.
Potted MEATS.
MACKEREL in 5lb Tins.
Eagle Brand MILK.
Lamb's TONGUES.
Green CORN.
Baked BEANS.
BRAWN.

A LARGE ASSORTMENT of

COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING UTENSILS.
WOFFLE IRONS.
CHARCOAL IRONS.
KEROSINE LAMPS.
NONPAREIL KEROSINE OIL.

—::—

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ $11 and $12.
CUP CHAMPAGNE, Pts. & Qts. @ $12 and $14.
SACCONE'S SHERRY.
SACCONE'S INVALID PORT.
ROYAL GLENDEE WHISKY.
JAMESON'S WHISKY.
OLD BOURBON WHISKY.
HEERING'S CHERRY CORDIAL.
ASSORTED LIQUEURS.
DRAUGHT, ALE and PORTER.
&c., &c., &c.

—o—

THE USUAL ASSORTMENT of

OILMAN'S STORES,

at the

Lowest Possible Prices
FOR CASH.

MacEWEN, FRICKEL & Co.

Hongkong, July 1, 1886. 1268

Notices to Consignees.

FROM SINGAPORE AND LONDON.

THE S.S. *Glenfinlas* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 p.m. TO-DAY.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Hongkong, October 5, 1886. 1900

STEAMSHIP *DJEMNAH.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp, Havre and Bordeaux, ex S.S. *Medoc, Romanil, President Leroy Lallier*, in connection with the above Steamer, are hereby informed that their Goods —with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY (Thursday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 6th October, at Noon, will be subject to rent, and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before SATURDAY, the 9th October, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 30, 1886. 1870

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Company's S.S. *Chingwo*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of Mr. W. KERFOOT HUGHES, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the OFFICE of the Undersigned, before Noon on the 11th Instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 o'Clock TO-DAY.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, October 4, 1886. 1891

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Wingsang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods including Saltpetre are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be obtained.

All Claims must be made immediately, as none will be entertained after the 12th Inst.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 5, 1886. 1901

Notice of Firm.

THE TONQUIN RIVER MAIL SERVICE.

(SERVICES DES CORRESPONDANCES FLUVIALES DU TONQUIN).

UNDER the Name and Style of MARTY & D'ABBADIE, and the Management of Mr. D'ABBADIE, a PARTNERSHIP has been entered into between the Undersigned Merchants of Haiphong for the RIVER MAIL SERVICE OF TONQUIN.

Said PARTNERSHIP will COMMENCE on the 15th October, 1886, and CEASE on the 1st January, 1897.

A. R. MARTY.
J. D'ABBADIE.

Haiphong, 1st October, 1886. 1878

Intimations.

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN or MERCHANDISE in First-Class Granite Godowns at *Cheap Rates*. Also COALS in specially constructed Sheds.

For the convenience of Commanders and Storers the Company's launch *Hongkong* will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to

W. KERFOOT HUGHES,
Agent,
Pedder's Street.

Hongkong, February 17, 1886. 331

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of the above-named Company will be held at the Registered Office of the Company, Pedder's Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 13th day of October, 1886, at 12 of the Clock, Noon, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of September, 1886, will be submitted for Confirmation as a Special Resolution.

RESOLUTION.

That Article No. 17 in the Articles of Association be altered by eliminating therefrom the figures $100,000, where they appear twice therein and substituting for such figures, the figures $150,000.

JARDINE, MATHESON & Co.,
General Managers.

Dated 20th day of September, 1886. 1809

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1885.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, October 1, 1886. 1874

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

To-day's Advertisements.

THE GIBB LINE OF STEAMERS.

FOR KOBE (DIRECT.)

The British Steamer *Afghan*, Captain ROY, shortly due from MANILA, will be despatched as above on FRIDAY, the 8th Instant, at 5 p.m.

The Steamer will load for the Colonies from JAPAN leaving KOBE about the middle of current month.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, October 6, 1886. 1920

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Zafiro*, Captain TALBOT, will be despatched for the above Ports on SATURDAY, the 9th Instant, at 5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, October 6, 1886. 1916

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Anteaor*, Capt. FREEMAN, will be despatched as above on SATURDAY, the 9th October.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 6, 1886. 1919

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Haiphong*, Capt. S. ASHTON, will be despatched for the above Ports on SUNDAY, the 10th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, October 6, 1886. 1915

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Dupuy de Lome*, Captain COUP, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before Noon TO-DAY, the 5th Inst.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, October 5, 1886. 1917

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Claymore*, Captain GULLAND, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Japan unless notice to the contrary be given before Noon TO-DAY, the 6th Instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, October 6, 1886. 1918

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 5th November, 1886, at 3 p.m., on the Premises,—

REMAINING PORTION OF INLAND LOT No. 124, and SECTIONS *C* AND *D* OF INLAND LOT No. 125.

Situate at the Corner of OLD BAILEY and STAUNTON STREETS, with the BUILDINGS erected thereon being Nos. 7, 9, 11 and 13 on OLD BAILEY STREET, and Nos. 2 and 4 on STAUNTON STREET. The whole measuring about 15,300 Square Street. Annual Crown Rent, $106.32.

TERMS OF SALE.—20 per Cent. of the Purchase Money to be paid after fall of the hammer, the Remainder as transfer being made.

For further Particulars and Conditions, apply to

SHARP, JOHNSON & STOKES,
Solicitors for the Vendor;
or to
G. R. LAMMERT,
Auctioneer.

Hongkong, October 6, 1886. 1914

NOTICE TO CONSIGNEES.

S.S. *ANGERS*, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside the Steamer.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense. All Claims against the Steamer must be sent in immediately.

ADAMSON, BELL & Co.,
Agents.

Hongkong, October 6, 1886. 1921

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ANTIOCH, American barque, Capt. H. J. Hemingway.—Arnhold, Karberg & Co.
BILLY SIMPSON, British barque, Capt. F. A. Brown.—Captain.
BOTVID, Norwegian barque, Captain Ch. Henriksen.—Melchers & Co.
GALATEA, British ship, Captain William Colville.—Borneo Co., Ltd.
HARVESTER, American ship, Captain Wm. Taylor.—Order.
HYDRA, German barque, Capt. C. Binge.—Siemssen & Co.
JOHN FRAHEY, British ship, Capt. Thos. Ryan.—Messageries Maritimes.
RALPH M. HAYWARD, Am. bar'tine, Capt. Joseph Baxter.—Arnhold, Karberg & Co.
SARAH HIGNETT, American ship, Capt. A. Morgan.—E.I. Sedellhas & Co.
SPINAWAY, British barquentine, Captain James Garrick.—Siemssen & Co.

SHIPPING.

ARRIVALS.

October 5, 1886:—

Amoy, British steamer, 814, R. Kohler, Shanghai October 2, General.—SIEMSSEN & Co.

October 6:—

Fooksang, British steamer, from Whampoa.

Peking, British steamer, from Whampoa.

Decima, German steamer, 963, P. Oestmann, Saigon September 30, Rice and Paddy.—SIEMSSEN & Co.

Tamsui, British steamer, 919, Fawcett, Wuhu October 1, Rice.—BUTTERFIELD & SWIRE.

Claymore, British steamer, 1,556, Gulland, London August 20, and Singapore Sept. 29. General.—RUSSELL & Co.

Gratitude, British steamer, 1,201, N. C. Wake, Kutchinotzu September 30, Coal.—MITSUI BUSSAN KAISHA.

Haiphong, British str., 1,122, S. Ashton, Foochow October 3, Amoy 4, and Swatow 5, General.—DOUGLAS STEAMSHIP Co.

Chefoo, British steamer, from Whampoa.

Thibet, British steamer, 1,671, W. D. Mudie, Yokohama September 28, Mails & General.—P. & O. S. N. Co.

Feilung, British steamer, 756, Robt. Crawford, Shanghai October 3, General.—BUTTERFIELD & SWIRE.

Cicero, British steamer, 1,030, Aaron B. George, Kutchinotzu October 1, Coal.—ARNHOLD, KARBERG & Co.

Angers, British steamer, 2,077, Pinkham, London and Singapore Sept. 28, General. ADAMSON, BELL & Co.

DEPARTURES.

October 6:—

Klyde, for Port Arthur (Cores).
Formosa, for Coast Ports.
Greyhound, for Hoihow and Pakhoi.
Norden, for Whampoa.
Tamsui, for Whampoa.
Velox, for Saigon.
Glenfinlas, for Shanghai.
Devonhurst, for Amoy.
Kwang Lee, for Shanghai.
Hector, for Singapore and London
Feilung, for Whampoa.
Amoy, for Whampoa.

CLEARED.

Welle, for Hoihow and Pakhoi.
Crusader, for Haiphong.
Frejr, for Haiphong.
Johann, for Swatow.
Polyhymnia, for Singapore and Hamburg.
Fooksang, for Shanghai.
Ribston, for Singapore.

PASSENGERS.

ARRIVED.

Per *Amoy*, from Shanghai, Mr and Mrs Delestor, Mr Cohen, and 11 Chinese.
Per *Decima*, from Saigon, 79 Chinese.
Per *Tamsui*, from Wuhu, Mr Burrers, and 1 Chinese.
Per *Claymore*, from Singapore, 1 Chinese.
Per *Haiphong*, from Coast Ports, Rev. Mr Laurence, Mr Gaulton, and 143 Chinese.
Per *Angers*, from Singapore, 180 Chinese.
Per *Thibet*, from Yokohama, Mrs Barrie, 2 children, 2 infants and amah, Mr H. P. Easto, Dr. and Mrs Macleish, 3 children and amah, Lieut. F. J. Foley, R.N., (2) Masters Wallaces, Miss K. Soda, Mr and Mrs Ellis, Mrs J. H. Smith, 3 children and governess, Messrs C. Mooney, Soh Hing, Wing Hing Loong and child, Mr R. Schonberger, Capt. and Mrs Bunbury, Col. and Mrs Tennant and servant, Rev. Mr W. F. Capel, Lieut. Congers Lang R.N., Mr Kushakabe, 2 Europeans, 3 Japanese, and 22 Chinese.

DEPARTED.

Per *Formosa*, for Coast Ports, 100 Chinese.
Per *Greyhound*, for Hoihow, &c., 60 Chinese.
Per *Glenfinlas*, for Shanghai, 3 Europeans.
Per *Kwang Lee*, for Shanghai, 3 Europeans, and 63 Chinese.
Per *Hector*, for Singapore, 370 Chinese.

TO DEPART.

Per *Welle*, for Hoihow, &c., 40 Chinese.
Per *Frejr*, for Haiphong, 1 European, and 20 Chinese.
Per *Johann*, for Swatow, 200 Chinese.
Per *Polyhymnia*, for Hamburg, Captain Schmidt.
Per *Fooksang*, for Shanghai, 1 European, and 17 Chinese.

SHIPPING REPORTS

The British steamer *Afghan* reports:—Left Newcastle at 11 a.m., on the 4th Sept. proceeding on voyage by way of Torres Straits, passed Thursday Island at 6 p.m. the 11th, experiencing moderate winds fine weather passed through Basilan Straits evening of 18th September; thence to Manila fresh Westerly wind with occasional heavy rains. Anchored at Manila Roads 6 p.m. the 20th September, discharged 1,500 tons Coal, and took on board 6,058 bales Manila Fibre for transhipment at Hongkong for Europe. Completed shipment of Cargo, and left Manila at 6 p.m. 2nd October for Hongkong, experienced heavy Northerly swell on the 3rd inst., which decreased gradually. Winds from Manila N.W. to N.E. Passed Tylong head light at 6.30 a.m., and anchored in Hongkong at 7.50 a.m., the 5th inst.

The British steamer *Feilung* reports:—Left Buttorfield and Swire's wharf at 6 a.m., on Sunday the 3rd inst. Passed Tungsha light ship 9.30 same date. Made fast to buoy, Hongkong, 12.30 p.m. 6th inst. Experienced moderate Northerly winds and fine weather throughout.

POST OFFICE NOTICES.

MAILS will close:—

For SINGAPORE.—
Per *Polyhymnia*, at 9.30 a.m., on Thursday, the 7th inst., instead of as previously notified.

For STRAITS AND BOMBAY.—
Per *R. Rubatino*, at 2.30 p.m., on Thursday, the 7th inst.

For SHANGHAI.—
Per *Peking*, at 3.30 p.m., on Thursday, the 7th inst.
Per *Fooksang*, at 3.30 p.m., on Thursday, the 7th inst.

For KOBE AND YOKOHAMA.—
Per *Travancore*, at 3.30 p.m., on Thursday, the 7th October.

For SYDNEY & MELBOURNE.—
Per *Pathan*, at 3.30 p.m., on Thursday, the 7th inst.

For SAIGON.—
Per *Tritos*, at 5 p.m., on Thursday, the 7th inst.

POST OFFICE NOTICES.

MAILS will close:—

For BANGKOK.—
Per *Kong Beng*, at 9.30 a.m., on Friday, the 8th inst.

For AMOY & SHANGHAI.—
Per *Picciola*, at 9.30 a.m., on Friday, the 8th inst.

For BANGKOK.—
Per *Stratheden*, at 4.30 p.m., on Friday, the 8th inst.

For AMOY AND MANILA.—
Per *Zafiro*, at 4.30 p.m., on Saturday, the 9th inst.

For SWATOW, AMOY & FOOCHOW.—
Per *Haiphong*, at 5 p.m., on Saturday, the 9th inst.

For STRAITS AND CALCUTTA.—
Per *Wingsang*, at 2.30 p.m., on Thursday, the 14th inst.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Thibet*, at 2 p.m., on Friday, the 15th October.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Polyhymnia* leaves for Havre, Hamburg, &c.
Daylight.—*Verona* leaves for Shanghai.
2 p.m.—*R. Rubattino* leaves for Marseilles, &c.
4 p.m.—*Peking* leaves for Shanghai.
4 p.m.—*Fooksang* leaves for Shanghai.
4 p.m.—*Travancore* leaves for Kobe.
4 p.m.—*Pathan* leaves for Australian Ports.

GARDEN SEEDS,

SEASON 1886.

MOST OF OUR FLOWER AND VEGETABLE SEEDS *are* NOW READY FOR DELIVERY.

A Second Shipment is expected by EARLY STEAMER.

Speciality:

PANSY SEED

in packets of six-named varieties.
FINE SELECTED SEEDS.
Price, $1.00.

A. S. Watson & Co., Limited,
HONGKONG.

Hongkong, September 9, 1886. 1742

MARRIAGES.

At Saratoga Springs, New York, U.S.A., on the 20th July, by the Rev. T. J. Brown, D.D., of Utica, New York, WALTER NOYES MOREHOUSE, I. M. Customs, China, to MARIE DORIS, second daughter of Herrn Louis Wolf, of Stuttgart, Germany.

On the 25th September, at H.B.M.'s Consulate, Yokohama, and afterwards at Christ Church, by the Rev. E. C. Irwine, M.A., HENRY STEELE, Esq., Yokohama, to FLORENCE EVA, third daughter of the late C. A. Fearon, Esq., of Shanghai and Chislehurst.

The publication of this issue commenced at 7.25 p.m.

The China Mail.

HONGKONG, WEDNESDAY, OCTOBER 6, 1886.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Colombo*, August 27; *Europa*, 31; *Krupp*, 7; *Benarty*, *Orion*, 14; *Agamemnon*, *Pembrokeshire*, *Teviot*, *Moray*, 17; *Diomed*, *Annam*, 21; *Bellerophon*, *Glenearn*, *Salazie*, *Camelot*, 28.

HOMEWARD BOUND:—*Mosser*, *Laju*, Sept. 3; *Benalder*, 7; *Glenfruin*, *Lydia*, 10; *Jason*, 14; *Albany*, 17; *Deucalion*, *Glenartney*, *Iravaddy*, *Menelaus*, *Patroclus*, *Oder*, 28.

The next GERMAN MAIL, per the Norddeutscher Lloyd Steamship Co.'s steamer *Nurnberg*, will leave Singapore tomorrow at daylight, the 3rd inst., and may be expected here on or about Friday, the 8th inst.

The next FRENCH MAIL, per the M. M. Co.'s steamer *Oxus*, is to leave Singapore on Wednesday, the 6th inst., at 11 a.m., and may be expected here on or about Thursday, the 14th inst.

The Austro-Hung. Lloyd's S. N. Co.'s S.S. *Amphitrite*, from Trieste, left Singapore for this port on the afternoon of the 2nd inst., and may be expected here on the 7th inst.

The D. D. R. steamer *Hesperia* left Singapore for this port on the 1st Oct., and may be expected to arrive here on or about the 8th Oct.

The O. S. S. Co.'s steamer *Titan*, from Liverpool, left Singapore on the 3rd inst., and may be expected here on the 8th inst.

THE *Japan Mail* learns that Countess Ito has graciously accepted the dedication of a waltz composed by M. Sauvlet.

WE note that Major Charles Bybie Lyster has been transferred from the 2nd West India Regiment to The Buffs, vice Major W. C. Howarth, who exchanges.

LIEUT. Arthur John St. John has been appointed adjutant of the Royal Inniskilling Fusiliers vice Captain N. A. Bray, whose period of service in that appointment has expired.

WE see it stated in a home paper that among vessels which the present Board of Admiralty contemplate removing and replacing by a more modern class of vessel is the *Victor Emanuel*, at present the receiving ship on this station.

THE London *Punch*, of Sept. 4th, gives the following as a 'Suggestion':—'Appoint Mr Clifford Lloyd Governor of the Islands we've just annexed, and make Mr Pope Hennessy Prince of Bulgaria, on the first opportunity.'

THE *Japan Gazette* of the 27th ultmo says it has been informed by the agents that the D. D. R. steamer *Atlas*, put into Matsushima with her propellor shaft broken. The S. S. *Elbe* was despatched from Kobe to her assistance and towed the disabled vessel into that port, where both arrived safely that morning.

THE British Evolutionary Squadron, consisting of the *Audacious*, *Invincible*, *Champion*, *Cleopatra*, *Constance*, *Linnet*, *Swift*, and *Wanderer*, was due at Hakodate at the close of September and will probably reach Yokohama about the 10th October.

A MAN named Kam Achung was charged at the instance of Constable Deer with exploding dynamite in the harbour quite close to the wharf at Saiwan. His object, was to catch fish of which he made a haul of about two catties. He was convicted and fined $2 with the alternative of two weeks' hard labour, and was besides ordered to give personal security of $20 to be of good behaviour for six months.

BEFORE the last English mail left home, Mr Richard had given notice that he would ask the following question in the House of Commons:—To ask the Under-Secretary of State for Foreign Affairs, whether the Joint-Commission, appointed by the Governments of Great Britain and China, in pursuance of Clause 9 of the Additional Article to the Chefoo Agreement, 'to inquire into the question of the prevention of smuggling into China from Hong Kong,' has arrived at any conclusion; whether it is true that the Chinese Commissioner has made a proposition which is objected to by the British Government; and, whether the Chinese Government possess the right to appoint Consuls to reside in Hong Kong in the enjoyment of rights and privileges such as are enjoyed by British Consuls in the treaty ports in China.

L'Avenir du Tonkin says:—As the launch *Le Météore*, Captain Ribeiro, belonging to M. Marty of Haiphong, was entering Lochchino, on the 18th ultimo, she saw an Annamite junk the people on board of which were asking help and pointing to three little boats making off with all the speed that sails and oars could give them. These boats, they said, had just pirated their junk. M. Ribeiro, although his crew were unarmed, did not hesitate to set off in pursuit of the pirates. One of the boats was overtaken and nine pirates out of twelve were captured as well as 180 strings of cash and two bales of ramie valued 40 francs. The whole value of the captured goods and the boat were given as a gift to the captain by the Administration, who testified their pleasure at making mention of this meritorious conduct.

THE *Shanghai Mercury* of the 29th ultimo has the following notes:—The Autumn Regatta will, in all probability, take place on the river on Thursday and Friday, the 21st and 22nd proximo. The Hongkong crew is expected in Shanghai at the end of the week, so they will have nearly three weeks in which to get thoroughly at home upon the river. No selection of men to represent Shanghai has yet been made, but the Captain of the Club, Mr A. C. Westell, is engaged every evening taking notes of the men as they go out and come in, and no doubt a selection will be made before the week is out. During the last two evenings the river has been almost oily in its smoothness, and some excellent work has been done by all intending competitors. Mr Rudolph will most likely be selected to represent Shanghai against Hongkong in the single-sculling race, but nothing definite has yet been arranged. The German, Scotch, and English Eights are out every evening doing good work. It is rather premature just yet to criticise the form of these International Crews, but it is a noteworthy fact that it is some years since three Eights were seen on the river at the same time. When the Hongkong crew got on the river next week, there will be quite a flotilla of boats afloat every evening.

THE following passengers were booked to come on by the *Oxus*, which is expected here next Thursday:—

For Hongkong.—Mr Lucardie, Mr Bowra, Mr Lyall, Mr Wakefield, Mr Li-chung-Men.

For Shanghai.—Mr R. A. Currie, Mr Vang-Kin Shen, Mme. Leeclin-Ching, Mrs Brunat and two daughters, Mr and Mrs P. J. Hughes, Mr Hansem, Mr Cengeback, Mme. Kerclstein, Miss Maitland, Miss Corpe, Miss Weedon, Rev. and Mrs Richards and children, Rev. E. Nichols, Rev. G. D. Farthing.

For Yokohama.—F. Dreyer.

For Saigon.—Mr Bonnetain.

THE following passengers are booked to leave home on October 4:—

For Hongkong (via Brindisi).—*From London*: Mr and Mrs B. Layton.

THE following Circular Letter has been addressed by H.B.M. Minister to H.B.M.'s Consuls in Japan:—

Tôkyô, September 24th, 1886.

[COPY]

CIRCULAR.

Sir,—In pursuance of telegraphic instructions received this day from H.M.'s Principal Secretary of State for Foreign Affairs, I have to inform you that the Circular Despatch of the Earl of Derby, dated the 1st of March, 1875, is hereby cancelled, and that the spiritual superintendence of the Bishop of Victoria, Hongkong, over the Ministers and Congregations of the Church of England in Japan, which was therein notified, was annulled by the appointments of the late Bishop Poole and of Dr Bickersteth as Bishops of the Church of England in Japan.

I have to request that you will take such steps as may be necessary for notifying this fact to any Ministers of British Episcopal Congregations established in your District, and you will act in all respects towards the Bishop of the Church of England in Japan as you were instructed to do by the Circular Despatch above referred to, toward the Bishop of Victoria, Hongkong, giving to the Bishop, when he visits your district, such due support as he may require.

I am, Sir, your most obedient servant,

F. R. PLUNKETT,
H. M. Consul.

SHARE LIST.—QUOTATIONS. OCTOBER 6, 1886.

Stocks.	*Nos. of Shares.*	*Value.*	*Paid-up.*	*Position per last Report. Reserve.*	*Balance c. f'ward*	*Last Dividend*	*Closing Quotations, Cash.*
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$ 4,500,000 For equalisation of div. $ 200,000	$ 111,760.34	£2 div. ½ year to June 30, '86	164 % prem., buyers
INSURANCES.							
North-China Insurance Co., Ld.	5,000	£ 20	£ 5	Tls. 100,000	Tls. 625,484.55	Tls. 20 p. sh. for 1885	Tls. 300 per share
Yangtsze Insurance Company, Ld.	8,000	£ 25	all	£ 50,000	Tls. 3,059.76	3½ % for ½ yr. Dec. 31 1884	Tls. 118 "
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$ 575,000	$ 439,089.41	331 p. sh. /84	$90 "
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 600,000	$ 187,524.75	20 % p. annum	$70 " ex div.
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 155,000	$ 465,214.43	10 % for 1885	$87½ " cash
Chinese Insurance Co., Limited.	1,500	$ 1,000	$ 200	$ 28,711.50	$ 2,868.39	6 % for 1885	$185 per share
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,000,000	$ 283,482.55	$27.50 for '85	$435 "
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 566,700	$ 228,811.67	$ 6 for 1881	$87 per share
STEAMBOAT COMPANIES.							
H.K. C. and M. Steamboat Co., Ld.	8,000	$ 100	all	$ 130,000	$ 12,830.74	5 % half year	66 % prem., buyers
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 142,370.01	$ 1151.19	June 30/86 8 %	$48 ex div.
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10				
60,000 shares issued	31,212	£ 10	£ 10	...	£ 4,387.5.9	7 % for 1885	5 % dis.
China and Manila S. S. Co., Ld.	3,500	$ 100	all	...	...	None	25 discount
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	$ 13,000	$ 6,701.43	7 % half year and 2% bonus	$112½ % prem., buyers
HK. and China Gas Co., Limited.	5,100	£ 10	all			10 % and 2 %	
New Shares	1,900	£ 10	£ 7.10	£ 9,177.31.1	£ 1,527.3.11	bonus for '84	$120 per share
Hongkong Hotel Company, Ld.	3,000	$ 100	all	...	$ 1,321.41	36 half year June 30 1886	$134 per share
3,000 shs. issued							
China Sugar Company, Limited.	3,000	$ 100	all	...	$ 13,451.51	None	$102 per share
Hongkong Ice Company, Limited	5,000	$ 25	all	$ 30,000	$ 1,125.30	$12	$40 per share
Hongkong Bakery Company, Ld.	600	$ 50	all	$ 6,000	$ 690.66	$16	$120 " ex div.
Luzon Sugar Company, Limited.	7,000	$ 100	all	...	$ 1,094.52	3 %	$63 "
Perak Tin Mining & S'ting Co.	5,000	$ 50	all	...	...	None	$10 " } nominal
Selangore Tin Mining Co. (S'hai)	2,500	$ 100	all	...	...	None	$5 " }
Punjom & Sanghie Dua Samatan Mining Co.	40,000	$ 10	$ 5	...	...	None	$8 " buyers
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	7 %	$52 "
H. & M. Glass Manufacturing Co.	4,000	$ 50	all	...	First year	...	60 discount
A. S. Watson & Co., Limited.	3,800	$ 100	all	...	$ 372.95	6½ inter. divd. 6 months	$120, buyers
LOANS.				*Rates of Int.*	*Payable.*		
Chinese Imperial 1881	3,535	Tl.	500	all	8 %	June 6 & Dec. 10	par
" " 1884 A.	2790	$	500	all	8 %	March 15	2 % prem.
" " 1884 B.	2790	$	500	all	8 %	June 30	6½ % prem.
" " 1884 C.	3189	$	500	all	8 %	Oct. 15	8 % prem.
Chinese Imp. (Ch. Bank Loan) 1885.	2790	$	500	all	8 %	Jan. 18	3 % prem.

A. G. STOKES, *Share Broker.*

A rather serious accident occurred last Wednesday, which proved fatal yesterday morning. About eight o'clock in the evening two coolies, who had been obstructing the road with their chair in Wyndham Street, were running before a Sikh constable, when one of them, San Achoung slipped his footing and fell with some force across the side channel not far from the Victoria Dispensary. The coolie was picked up and taken to the Civil Hospital. He had received a pretty severe cut on the head and some injuries on one of his shoulders. It was at first thought that the injuries were not of a dangerous character, but the patient, although only 25 years old, was so emaciated that he had not strength to bear up; and he succumbed in the Hospital after lingering about six days. In connection with this accident a rather serious charge has been made against the Indian Constable P.C. 696. Two of the chair coolies in Wyndham Street near where the accident occurred aver that the Indian struck their comrade with his truncheon and that it was in consequence of this blow that the deceased fell. Another Sikh Constable who was with No. 696 flatly contradicts this statement, but meantime the latter has been put under arrest. An inquest was opened this afternoon on the body before Mr Mitchell-Innes and Messrs H. M. Thomsett, A. J. do Rozario and A. O. Gutierrez, jurors. Only a formal examination of the body, however, was made as Dr. Marques had not yet opened the body to discover the cause of death. It is thought that death was caused by concussion of the brain, there being still a little blood oozing from the right side of the head. The only other mark is the bruise on the shoulder from the nature of which it is impossible to ascertain whether it was caused by a fall or a blow. Acting Chief Inspector Cradock is watching the case on behalf of the Police. Further inquiries will be made at the Magistracy in a day or two. The feeling of the coolies against the Police is not of the most amicable character, and it is possible they have been induced by their societies to invent this serious charge against the Indian Constable.

The *Shanghai Courier* hears that the machinery for the Glass and Match Manufactories at Seoul is to be removed to Tientsin, having been purchased by Chinese.

A home paper says that Sir Frederick Roberts has urgently demanded a large additional number of European officers for the Native Army in India.

The direct shipment of Mexican silver dollars to China from Mexico is suggested by financiers in the metropolis of the latter country.

The French corvette *Primauguet* arrived at Shanghai on the 20th ultimo; and the French gunboat *Vipère*, Captain de Lapeyrere, arrived there the following day, also from Chefoo.

A French Steamer arrived at Tientsin on the 25th ultimo from Saigon to embark the horses and mules purchased for the French Government for remount services in Cochin-China.

Monte Carlo still continues to claim its victims:—London August 22.—A foreign lady who lost £12,000 at the Monte Carlo gaming tables has committed suicide in a village near Grenoble. This makes the seventy-sixth case of suicide owing to losses at Monte Carlo since the beginning of the season.

The *Shenpao* says that the riot at Sungkiang is finally settled by the payment of $12,000 on the part of the students, who were the originators of the disturbance, and the money will be appropriated for the rebuilding of the Catholic Chapel, which will commence at no distant date. The soldiers stationed at the premises have been withdrawn.—*Shanghai Courier.*

The *Minghong*, British three-masted schooner, left Taku on the 27th September, but returned to port in tow on the following day, having been in collision with apparently a Chinese gunboat, which had her stem twisted all round, and had arrived at Taku a few hours before the *Minghong* did. Part of the bow of the *Minghong* near the cat head was smashed.—*N.-C. D. News.*

The Canton correspondent of the *N.-C. D. News*, writing on the 21st ultimo, says:—The end of the siege of the house of Generals Hsu and Tung by the firemen, which I told you about lately, is that the generals escaped somehow through the blockading force, and the houses, I hear, were then looted—China custom—and wrecked, that the Viceroy has ordered the arrest of some of the servants of the generals, and that the firemen have left their engines in the streets near the captured house.

The Canton correspondent of the *N.-C. D. News* learns that the insurrection in Hainan is supported by men from the following:—The wild aborigines called *Shen-li*; partly subjugated and civilized aborigines called *Shu-li*; thirdly, Hakkas from Kuangtung and Kuangsi; fourthly, Mahomedan natives and settlers in the Li country, and lastly Ko Lao Hui men of this secret society, greatly strengthened lately by deserters and disbanded soldiers who were left in the island without any means of subsistence.

The *Deli Courant* of 25th September contradicts the statement in the *Penang Gazette* regarding the execution of 15 Achinese. The *Courant* says:—

The *Penang Gazette* of 17th September has again warmed the ears of the Dutch with respect to the 'legal murder' of 15 Achinese, asserted to have been hanged at Olambier without undergoing a legal trial, and whose corpses (the *Penang Gazette* states) were suspended and exposed to public gaze on the high road for six hours after the execution in order to inspire the natives with terror. The facts are that *two* Achinese, after having been condemned by the native court, presided over by the controller, were condemned to death and hanged. So if we deduct 13 from the number condemned and the 6 hours' exposure of the corpses, we shall arrive at the truth. The *Penang Gazette* commences its information with 'we are informed on the best of authorities.' We leave it to others to judge what the authorities of the *Penang Gazette* are, and what reliance may be placed in them, especially when they are not qualified by 'best.'

The *Japan Mail* learns that during a heavy gale which prevailed on the west coast about the 18th instant the steamship *Takai Maru*, from Hakodate to Sado, went ashore at Iogashima and was wrecked. A hundred lives were lost, only one person being saved.

The *Admiralty and Horse Guards Gazette* says:—'As an example of the callousness of the traitorous crew who are supplying untrustworthy weapons to the defensive forces, we may mention the issue of 'tin swords' to the 2nd Dragoon Guards (Queen's Bays) immediately before their departure for India. As luck would have it, Col. French tested a few of the new swords in the Riding School, cutting with them at an ordinary "Turk's head." Blade after blade shivered in his hand.'

It is understood that the Minister of Public Works of the Dominion of Canada, in view of the enormous trade which is expected to spring up between Canada and the East, is considering the advisability of enlarging the graving dock recently completed at Esquimaltz, British Columbia. If the work be carried out the dock will be made capable of accommodating any vessel forming a part of the North Pacific Imperial Squadron, or any other vessel which may voyage between British Columbia, Hong-Kong, and Australia.

Some idea of the decline in the junk trade may be formed from a statement, evidently authentic, recently made by the *Hupao*. That paper says that in former years nearly 300 junks from Kwangtung and Fuhkien Provinces entered the port of Tientsin every year, during the autumn months, these vessels being laden with sugar, paper, and other merchandise; but in recent years, the number of junks have greatly diminished, and last year, only about ten of these traders arrived at Tientsin. The fast steamships are evidently supplanting these old-fashioned and slow sailers on the China coast.

The *N.-C. D. News* of the 2nd instant thus notices the appearance of the first number of *Der Ostasiatische Lloyd*:—It is devoted to the furtherance of German interests in the Far East, and the principal part of the issue is occupied with a programme of its objects. Promises are made of abundant local and other news in future numbers. A history of the German Syndicate is given, about which we should have thought everybody had long ago heard enough. These articles, and a long letter from Corea, make up almost all the paper, which, everything considered, is pretty well got up.

A horrible suicide is recorded by the *Japan Gazette* of Monday the 27th ultimo:—A double suicide of a Chinaman and his wife was enacted at No. 81, Settlement, on Friday evening last, under peculiar circumstances. The Chinaman, who was in the employ of Messrs Walsh, Hall & Co. as under-godown keeper, was suspected of having delivered coals and taken cash for some on his own account. The case had been referred to the Chinese court and was still pending, when the unfortunate man decided to kill himself by taking an overdose of opium, and either administered the same to his wife or persuaded her to take it. Opium was found on the table in the room where their bodies were discovered on Saturday morning.

The Late Duke de Decazes.—*Men of the Time* gives the following particulars of this nobleman, whose death was announced in a telegram published yesterday:—

Duc Louis Charles Elie Amanien Decazes eldest son of Elie, Duc Decazes, a well-known French statesman (who died in 1860) was born May 19, 1819. Entering the diplomatic service of his country, he was sent as Minister Plenipotentiary and Envoy Extraordinary to Madrid and Lisbon, but when the revolution of 1848 occurred, the Marquis Decazes, as he was then styled, retired from public life. Subsequently he was elected a member of the Conseil Général of the Gironde, and in 1869, at the elections for the Corps Législatif, he contested the fourth circonscription of that department, but was defeated by the Government candidate, M. Chaix d'Est-Ange, jun. After the fall of the empire he was more successful, for, renewing his candidature at the general election of February, 1871, he was returned to the National Assembly by the department of the Gironde, polling upwards of 100,000 votes. As one of the leading members of the Right Centre he has since taken a prominent part in the deliberations of the Assembly. He resisted all the attacks made by the Monarchists on the Government of M. Thiers, and after the triumph of his friends he was sent as Ambassador to the Court of St. James's in September 1873. Two months afterwards he was recalled from London and entrusted with the portfolio of Foreign Affairs which he held in several cabinets, in spite of the modifications which the policy of the Government from time to time underwent. At the elections of Feb. March, 1876, his candidature at Villefranche (Aveyron), was unsuccessful, but he gained a seat in the Assembly, though not without difficulty, for the 8th arrondissement of Paris. On the opening of the session in April that year, the Duc Decazes took occasion to declare his profound respect for the laws which had organised the Government of the Republic and the powers of its illustrious President. He and all his colleagues in the Jules-Simon Cabinet sent in their resignations, May 16, 1877, but Marshal MacMahon declined to accept that of the Duc Decazes, who consequently continued to be Foreign Minister in the Broglie-Fourtou Cabinet. At the elections of October 14, 1877, he was returned to the Assembly by the circonscription of Puget-Théniers (Alpes Maritimes.) He resigned the portfolio of Foreign Affairs October 30, 1877. The Duc Decazes is a Commander of the Legion of Honor, has been decorated with the Grand Cross of the Order of Isabella the Catholic, and is honorary chamberlain to the King of Denmark.

THE STRAITS INSURANCE COMPANY, LIMITED.

The following is the report for presentation to the shareholders of the Straits Insurance Company, Limited, at the seventh ordinary general meeting to be held in the Company's Offices, Singapore, on Wednesday, the 29th September, 1886, at noon precisely:—

To the shareholders of the Straits Insurance Company, Limited.

Gentlemen,—Your Directors beg to submit to you a Statement of Accounts for the Half-year ended 30th June, 1886. Losses in the early part of the year were exceptionally heavy, but it is satisfactory to have to record the requirement of but a moderate amount to meet known and estimated claims since the 1st July to date.

The Net Premiums taken from the 1st January to the 30th June aggregate (less payments for Returns and Re-insurances) $280,540.58 against an earning during the previous six months of $275,394.67. Interest earned amounts to $31,562.87 against $28,320.75 during the last Half-year. With an increase in aggregate receipts, a small reduction is noticeable in the total of charges and commissions.

A Balance of $75,832.52 is carried forward on Working Account, and the position of the Company at date—so far as can be ascertained—is as follows:—

Balance of Working Account carried forward on the 30th June, 1886		$ 75,832.52
Add estimated Net Premium earned to date		155,000.00
		$230,832.52
Deduct Interest on capital from the 1st January to the 30th June, 1886, at the rate of 12 per cent. per annum	$36,000	
Known and estimated Losses and Claims to date	52,500	88,500.00
		$142,332.52

You will notice that a few additions have been made to the List of Agents. A Special Branch was opened in Shanghai on the 1st June under the management of Mr Crawford D. Kerr, and it has been decided to similarly open in Hong Kong in the course of next month. Mr Kerr will be transferred to the latter Port, whilst Shanghai will be placed in charge of Mr Charles J. Dudgeon. Your Directors confidently anticipate that both Mr Kerr and Mr Dudgeon will prove most efficient officers, and that your Interests will materially benefit by their addition to the Company's Staff.

As most—if, indeed, not all—of you will probably be Shareholders in the Straits Fire Insurance Company, Limited, which is to be worked in connection with your Marine Office, your Directors take this opportunity of stating that the New Company's Shares have already been largely applied for, and that it is almost certain that at the period fixed for the closing of the List, Applications will exceed the 20,000 Shares to be issued. Your Directors will thus be able—in allotment—to select a desirable constituency. The hopes expressed to you regarding the benefits likely to be derived by both Companies from a joint working promise to be fully realized. Special Branches of the Fire Office will, of course, be opened in Hong Kong and Shanghai under the management of your Company's Agents there. It is expected that the Fire Company will commence Underwriting on the 1st Proximo.

John Anderson (*Chairman*), }
Th. Sohst, } *Directors.*

Singapore, 21st September, 1886.

Balance Sheet, 30th June, 1886.

Dr.

Capital Subscribed $3,000,000.		
To Capital paid up on 30,000 Shares at $20		$600,000.00
" Reserve Fund		200,000.00
" Unclaimed Dividends		567.94
" Unclaimed Bonuses		3,409.97
" Sundry Creditors		44,747.68
" Balance at Debit of Working Account (as below)		75,832.52
		$924,638.11

Cr.

By Cash on Current Account with the Hongkong and Shanghai Banking Corporation	$59,660.37	
By Cash on Special Account with the Hongkong and Shanghai Banking Corporation against unclaimed Dividends	567.94	
By Cash on Special Account with the Hongkong and Shanghai Banking Corporation against unclaimed Bonuses	3,409.97	
		$63,718.28
By Cash on Fixed Deposit with Local Banks:—		
Chartered Bank of India, Australia and China	20,000.00	
Chartered Mercantile Bank of India, London and China	20,000.00	
Hongkong and Shanghai Banking Corporation	25,000.00	
		65,000.00
By Amount invested in Mortgage or Real Property in Singapore		579,700.00
" Loan to Municipal Commissioners of Singapore		86,000.00
" Amount invested in London in Consols		2,414.40
" Amount invested in Shares of China Insurance Companies with limited liability:— Union Insurance Society of Canton, Ld. Canton Insurance Office, Limited North China Insurance Company, Ld. China Traders' Insurance Company, Ld.		2,747.41
" Cash in hands of London Bankers		17,507.00
" Policy Stamps in Stock		269.41
" Sundry Debtors for Interest to 30th June		15,886.66
" Sundry Debtors for unpaid Premium at Head Office and Agencies		139,538.37
" Policy Stamps on Head Office Policies		404.30
" Furniture at Head Office and Shanghai		2,455.29
		$924,638.11

[illegible]orking Account.
[illegible]0th June, 1886.

Dr.

To Balance at D[illegible] of Working Account, 31st Decembe[illegible] 1885	$177,073.96
To Net Premiums [illegible] 1st January to 30th June, 1886, [illegible] Return and Re-insurance Premiun[illegible]	280,540.58
To Interest	31,562.87
To Transfer Fees	97.00
	$489,274.40

Cr.

By Head Office Ch[illegible]	$ 11,939.01
" London Office [illegible]rges	8,406.04
" Agency Charg[illegible]	7,863.21
" Agency Comm[illegible]ns	15,681.44
" Directors' Fee[illegible]	1,910.00
" Auditors' Fee[illegible]	250.00
" Exchange	3,879.32
" Losses and Cla[illegible]	256,276.28
" Interest on Sh[illegible] Capital from 1st July to 31st December 1885	35,146.59
" Amount of B[illegible]us to Supporters of the Company bein[illegible] 15 per cent. on their Contributions fro[illegible] 1st January to 31st December, 1885	52,500.00
" Amount carrie[illegible] to Reserve Fund	25,000.00
" Balance carrie[illegible] forward (as above)	75,832.52
	$489,274.40

Thos. Butler,
Secretary.

Having compared the above Statements with the Books, Vouchers and Securities of the Company, we hereby certify them to be correct.

Jas. Lyall, }
Alex. Gentle, } *Auditors.*

Singapore, 21st September 1886.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(*Before Mr Justice Russell.*)
Wednesday, October 6.

George Murray Bain *v.* Tam Yik Kiu.

Mention was made to-day of this action, which arose out of a claim of damages for alleged breach of an agreement under which defendant was the lessee of the *Chinese Mail* up to 1st September 1886.

Mr Mossop, of Messrs Dennys and Mossop, appeared for the plaintiff, and Mr Bowles (from the office of Messrs Wotton and Deacon) appeared for the defendant.

His Lordship said he had gone carefully through the contract and examined the evidence. It seemed to him that the proper construction of the agreement was that the defendant had the use of the material and that the only thing he was not responsible for was tear and wear. He did not think the defendant was bound to replace the type in the same condition as he got it. The first clause stipulated that the plaintiff was to supply all the necessary material for the printing and publishing of the *Chinese Mail* except paper, labour and new type as heretofore. The evidence went to show that new type was to be supplied by the lessee when any characters were not really in stock or when any extra characters were required. It was asserted that damage had been done to the type, but it must be borne in mind that the type had not only been in use printing during the five years the defendant conducted the paper as a daily, but it had been in use before when the paper was by-weekly. The question as far as the type was concerned was whether the characters had been abused, whether the deterioration was due either to want of proper care or to improper use. He thought it was clear from the wording of the 5th section that the defendant should have the use of the type and that if he did not take ordinary proper care of it he was to be responsible for any loss. He thought this question, as was suggested at first, was a question that ought to be left to some person who understood the business, to examine the type and say what damage was done.

Mr Mossop—If the type was worn out, it should have been replaced by the lessee.

His Lordship said he relied on the evidence given by Mr Sequeira, who was an independent witness. He understood from that witness that it was simply new characters and characters that were wanting that were to be supplied by the lessee. As to the other things, he thought there was a little to show that the defendant was anxious to prevent the new lessee from getting what he was entitled to. It would have been better if he had handed over the list of subscribers three or four days before he quitted; but he did not think the new lessee was very anxious about the matter or he would not have had much difficulty in taking up the list of subscribers. As to the accounts the new lessee had no absolute right to them, it was a matter of arrangement whether the defendant handed them over. The new lessee was only entitled to claim the profits from the new lease. The defendant swore as to the accuracy of the copy. He (his Lordship) thought he might have handed it over earlier, but there was no legal obligation and he was not compelled to do it. With regard to the type it was a matter, as he had said, for an expert, and he suggested it should be left to some foreman printer. Perhaps some one on the *Daily Press* might be got to assess the damage. Mr Bain held that the damage was much beyond what it ought to have been from daily wear and tear and that the types had been abused. On the other hand it was contended by the defendant that the type was old when he got it and that the paper appearing daily they were necessarily much used. He would adjourn the matter to see if the parties could settle this matter by obtaining some one to assess the damage.

Mr Mossop said this was what was suggested at the first.

His Lordship said it was a matter he could not judge of. It was for a man acquainted with the business. Probably a man like Mr D. W. Smith, connected with the *Daily Press*, would be best able to judge of the matter.

Mr Mossop—It is a pity Mr Bowles did not consent to that at first. Do you make any order for costs?

His Lordship—I will make no order as to costs. The case will stand over.

THE MYSTERIOUS WRECK NEAR SHANGHAI.

The *N.-C. D. News* of the 2nd instant has the following with regard to the Mysterious wreck near Shanghai:—The Siamese vessel *Envoy*, 330 tons, commanded by Captain P. Dethleffsen, left Amoy on the 13th of August for Shanghai, and has not yet arrived here. There can be very little doubt that the wreck which has been reported off Tsung-ming island is that of the *Envoy*. Part of her cargo was insured in the On Tai Insurance Company, which is registered at Hongkong as a British Company. As we mentioned last Monday, Mr Wilson, the Captain of the Shanghai tug *Fairy*, went out to see what he could do at the wreck, which, however, he never reached. We are now in a position to furnish a few further particulars of his expedition. Mr Wilson proceeded down the river in the *Fairy* on the 20th Sept., with Mr Dzionk, a Chinese storekeeper, and some native divers, and anchored off Lo pa-san on the same afternoon. On the following day, at 6 a.m., he started in boats for the wreck; but owing to the bad weather he had to return, and did not make another attempt till Thursday morning, when he went away with two boats and made for the island of Poo-bao-sao. He reached the Nee-ya-kong—a creek ten miles distant from the *Fairy's* anchorage—and he there found a large quantity of sapan and red wood hidden away. Mr Wilson made enquiries of the tipao of the district about this wood, and waited for three hours for an answer, but received none. At the end of this time the natives raised a cry of '*Chiang-top*' (robber), and attacked Mr Wilson and his party, as we stated on Monday. After breaking his leg, they stole his watch, chain, trinkets, signet-ring, cigar-case, money, bedding, sails, yulohs, rudder, and flag, which they said was a robber's flag, and they kept him in his boat for twenty-four hours, and only released him when all the men of his party had signed a document, which afterwards was found to be to the following effect: 1—That they would pay the sum of $40: 2—That they declared they would not complain to the Tao-t'ai; 3—That they acknowledged having killed some chickens belonging to the islanders. After this they were allowed to go, which they did, and returned to Shanghai, never having gone near the wreck. The *Envoy* had on board sapan wood, red wood, hard wood, ivory, beche-de-mer, fish-maws, deer horns and dried mussels.

THE CONVENTION WITH CHINA.

In the House of Commons, on the 31st August, Mr. King asked the Under-Secretary of State for Foreign Affairs whether the Convention lately signed at Peking virtually nullifying the clause in the Chefoo Convention, under which costly preparations had been made to send a mission to Thibet and further agreeing to send decennial missions from Burmah to Peking had yet been ratified; what practical advantages had been gained to compensate for these concessions; whether the consequence of the agreement to send a decennial mission from Burmah to Peking was a recognition of the suzerainty of China over the whole of Burmah or to what extent, and what would be its effect upon the *status* of Chinese subjects visiting Burmah or domiciled there; what expense had been incurred in the preparations for the Thibet mission now rendered abortive, and whether the cost would be charged on the Indian revenues; whether the Indian Government was consulted before these two concessions were made to China, and if so, whether the Government approved or objected to them; and when papers on the subject would be presented to Parliament.

Sir J. Fergusson, in reply, said: The Convention has not actually been ratified, because it has not yet reached this country in its formal shape, but it is virtually concluded. As practical advantage, we have obtained the fullest recognition by the Chinese Government of the establishment of British rule in Upper Burmah; we have retained freedom of action with reference to our boundaries; we have secured the frontier trade between China and Burmah and opened up South-West China to our commerce; China has undertaken to promote and stimulate trade between India and Thibet, which was the sole object of our intended mission to the latter country. The agreement does not recognise the suzerainty of China over any part of Burmah, and in no way affects the *status* of Chinese subjects in Burmah. The cost of the preparations for the Thibet mission is not yet known; it will be borne by Indian revenues. The negotiations were conducted throughout in communication with the Government of India, and the terms of the Convention had their entire approval before they were approved by Her Majesty's Government. A copy of the agreement will be presented to Parliament as soon as it has been received from Peking.

The *Overland Mail* makes the following comments on the above question and answer:—

The carefully-prepared answer, read at the table of the House the other day, by Sir J. Ferguson, in answer to Mr King's searching and comprehensive question about the Pekin Convention forestalls to a certain extent the full official explanations of a policy now adopted by both Liberal and Conservative governments. In one respect the explanation is satisfactory. The agreement does not, in the opinion of Her Majesty's advisers, recognise the suzerainty of China over any portion of Burma. But does it expressly exclude it? If it does, why did the Council of the Emperor lay so much stress on getting the recognition of an airy right to a decennial mission; If it does not, we may be sure that the Chinese intend to use the concession for a practical purpose, and before long we shall see whether that purpose is a friendly one.

When we examine the 'practical advantages' alleged to have been gained by this concession of the Chinese claims, we may be forgiven for pointing out that they are not of the most substantial description. The fullest recognition of the establishment of British rule in Upper Burma, is all very well—after we had established it; but the Chinese government probably holds in reserve the right to take cognisance of the manner in which that rule is carried out. That we have retained freedom of action in reference to our boundaries, seems without further explanation, to be nothing more than we should have done in any case. If we really have secured the frontier trade between China and Burma, and opened up South-West China to our commerce, that will go a long way to recommend the Convention to the British public, but we shall be curious to learn the exact terms of this part of the arrangement. A similar remark may be made about the undertaking to promote and stimulate trade with Tibet. We now know that the Indian Government concurred in the arrangement. The muddle which they have made of the annexation however may have stimulated the authorities at Simla to grasp at any proposal which promised to facilitate their extrication from a responsibility which the public at home is showing a disposition to saddle upon them. We continue to look upon this Convention with doubt and anxiety, which we shall be only too glad to see confuted by the results.

CHINESE SHIPOWNERS AND SHIP SURVEYS.

The letter of 'Scrutator' respecting the loss of the *Ferntower*, reproduced by us from the *Straits Times* a few nights ago, has been supplemented by two editorials in that paper on the alleged malversation which exists in Singapore in connection with the measurement and survey of Chinese-owned steamers. As the subject is one of considerable interest to the mercantile community here, we reproduce the articles and also a letter printed in the *Straits Times* after the articles had appeared:—

I.

In our correspondence columns lately attention was called to matters of vital importance not only to the seafaring and shipping community in general, but also in fact to all who go down to the sea in ships, which for all that seem to be unsatisfactorily dealt with by the marine department. Somehow or other in the qualification requirements of certain under-measured classes of Chinese-owned steamers in the Colony, so low a standard is said to be fixed upon, that qualified masters have to give place to inferior men who can work for very low pay and thereby keep more experienced candidates of better capacity out of employment. The risk attending the setting of cheapness above efficiency is so obvious that we trust it needs only to call the attention of the harbour authorities to the shortcoming in question in whatever part of the Colony, to ensure its being promptly remedied.

Another danger in need of guarding against is that of overloading, to which the sad fate of the *Ferntower* seems directly traceable. Appearances point unmistakeably to that as being the primary cause. The chances of a like fate overtaking vessels leaving this port for the wide ocean is reported to be dangerously increased by the practice of loading them to excess at night, so as to admit of their clearing out early in the morning when there is less risk of being found out. There have also been instances of pilgrim vessels legally entitled to carry no more than a certain number of passengers, clearing out with upwards of one fourth more than the legal limit. Disregard of law like this urgently calls for Government setting its foot down once for all, and taking effective measures to ensure officers under its control seeing to the rigid enforcement of legal enactments anent the seaworthiness of vessels, before certifying their fitness to carry passengers. Anyhow something should be done to remove the unfortunately wide-spread impression that unprofessional surveying arrangements in this quarter are not stringent enough and do not come up to the high standard maintained at Hongkong, the stern frame of a sea-going steamer falling slightly below the mark of efficiency proved sufficient to bring on her detention for some time in spite of urgent reasons for her speedy departure, until the defect was remedied. Here, as report will have it, vessels with very serious flaws affecting their safe navigation, are sometimes allowed licenses to carry large numbers of passengers. If the state of things be such as it is reported to be, the blame must lie at the door of Government, it being responsible for not taking proper measures to put the law in force. It is even alleged on good authority that professional surveyors would hesitate to pass a good many of the local vessels which now somehow or other do pass muster. Surely this needs looking into and close inquiry to get at the real facts. Surveying arrangements at Saigon seem also to be out of gear. Otherwise how was it possible for the luckless *Ferntower* to get a clearance. When she was leaving port, the onlookers saw clearly that the vessel was laden beyond the limits of safety, and predicted she would have a rough time of it should a typhoon set in. This is not the first time that vessels leaving Saigon have foundered or been otherwise lost. Take the *Holyrood* for instance, another Chinese-owned steamer. She left Saigon so deeply laden that her upper works only projected a few inches above water. The result was that after she put to sea the vessel was never heard of more, and is supposed to have gone down with all on board. Overladen vessels sink too deeply to admit of their rising readily with the sea, and hence easily get filled beyond recovery. These successive calamities seem to point to consular control at Saigon standing in sore need of being made more vigorous, and more trenchant against grasping charterers or supercargoes, Chinese or otherwise.

II.

The point raised by our correspondent *Scrutator* has other bearings of keen interest to those who have to take to the deep either as seafarers or passengers. To them the shortcomings in surveying arrangements in this port to which he draws attention are matters of surpassing consequence indeed. The moral of the story of the unfortunate steamer *Ferntower* referred to by him, points unmistakably to the urgent need for keeping a sharper eye on certain steamers either Chinese-owned or under Chinese control. What is known of that ill-fated vessel suggests grave misgivings, for which there is the more ground from the fact that she often did put to sea perilously overladen. Whether the local authorities, consular or otherwise, should have interfered to stop her either at Saigon or elsewhere, is a moot point not calling for discussion here. It is well known that her commander, when overtaken by storms with his vessel dangerously deeply laden, expected her to founder any moment. But it may be asked why do not the Masters, in such cases, call the attention of the supercargoes or consignees to the fact? They dare not do so, for the all sufficient reason that anything of the kind would lose them their situations by ensuring their summary dismissal. All they can do is to grin and bear it, and trust to luck or providence to pull them through. The mouths of others are closed by silver keys which wily Celestials know so well how to fit and turn. With some Chinese-owned steamers, even docking is no security against unseaworthiness. Such people will run vessels so long as they can hold together with the least repair, no matter at what imminent risk to life and property. The loss of these vessels even with all hands is to them of no moment, so certain are they of its being covered by Chetties or insurance offices. Unscrupulous Chinese of this stamp make no bones about patching and painting over weak and suspicious places on the outside of vessels in dock or otherwise, so as to baulk the scrutiny of surveyor who do not happen to pry too closely. Damaged places inside are still more easily kept out of sight, thereby verifying the saying that what the eye does not see the heart does not feel. This is especially the case with the compartments between the collision bulkheads and the stem and stern of the vessel respectively. The room therein available is turned by the Chinese who happen to be on board to account, as receptacles for stowing rubbish generally, old iron, and odds and ends of all kinds, which nobody dare throw overboard for fear of the Chinese in authority reporting them for so doing to the owners. An instance of this happened not long ago in Singapore, when a very careful chief officer of a steamer was dismissed at once for clearing out the dust and lumber from such places. These compartments are seldom if ever cleaned out. From their situation they escape the eye of surveyors. Perishable articles of this kind heaped together in such a fashion, rot and rust away, and corrode not only the iron plating around them but also the bulkheads in unseen places. In course of time these vital portions of the steamer become eaten away to a dangerous extent so that a knock against a floating spar for instance, sometimes proves sufficient to make a hole. With iron plates in such a corroded condition, the straining and pitching of a vessel in stormy weather are quite enough to start and let the water in. This may explain certain mysterious cases of foundering. The fact that such practices among certain people are allowed to go on notwithstanding the resulting danger to human life, reflects nothing but discredit upon the authorities whose business it is to attend to these matters.

III.

Sir,—Your article on this subject which appeared in your issue of the 25th instant, calls for an explanation for the information of the public, for they will otherwise take your dissertation thereon for granted, *me judice*. The first question arising is whether any European-owned vessel has ever been wrecked or foundered in the China sea in particular. I deem you may easily give instances of such calamitous incidents. I may say it is naturally the case that when any Chinese-owned vessel is lost, many imaginary groundless censures and slanders will become the common topic of the day, with a view to cast a slur upon the character of the owner. Most Chinese-owned vessels are only *partially insured*; the ill fated vessel *Ferntower* was only insured for £3,000, whilst her intrinsic worth was £10,000. This circumstance alone, independently of all others, may convince any man possessed of common intellect of the scrupulousness of the Chinese instead of being unscrupulous as you described them to be. In the interests of humanity many Chinese owned-vessels generally reject boat loads of cargo offered to them on finding they have already been overladen. Any vessel, whether European or otherwise, when encountering the most *violent part* of the typhoon, such as that experienced by the *Ferntower*, could have hardly escaped from being lost. The steamer *Celebes*, a very large and new vessel, meeting with the *weakest part* of the same typhoon, had a very narrow escape, having however sustained a considerable damage and lost some men by being washed overboard by the fury of the sea, besides being dismasted.

Yours faithfully,
A Chinese Shipowner.

Singapore, 18th Sept. 1886.

[The *Celebes* was not dismasted.—Ed. *Straits Times.*]

THE NAGASAKI TROUBLE.

Says the *Hiogo News*:—Notwithstanding the assertion by a Tientsin correspondent of one of the Shanghai papers that the Nagasaki dispute has been satisfactorily arranged, we hear a very different story from a resident in that port. The Commissioners are busily engaged collecting evidence, Mr Drummond has sent for his family—which certainly looks as if he contemplated a prolonged stay—Mr Kirkwood is returning to Tokyo upon important business, and Mr Denison comes down to take his place. As far as can be gleaned, and it is really difficult to find out much, because all concerned are very reticent, the efforts of the Chinese to fasten blame upon the Japanese police have utterly failed, the evidence proving that the native constables acted with extreme forbearance under great provocation. The general opinion in Nagasaki is, according to our informant, that if the evidence ever comes before the public, the action of the Chinese in elevating a common street row to the importance of a *quasi* international question will redound but little to their boasted diplomatic acumen.

Says the *N.-C. D. News*:—Private advices from well informed persons in Japan say that there is a very strong and increasing feeling against China among all classes, and that there is danger in this being allowed to continue. The Japanese were ready to take a common sense view of the occurrences at Nagasaki, and to treat them as such outbreaks at seaports are treated by sensible people. But the despatch of a foreign lawyer from this to Nagasaki, and the delay in the investigation there, together with the spirit shown by the official Chinese and their advisers, have exasperated many Japanese. There is much in the situation to justify the anxiety which Li Hung Chang is showing, and he must regret the departure from the conciliatory and sensible course which he was ready to take soon after hearing of the disturbance at Nagasaki. Everything done since then, and especially employing foreign legal advice, has been a mistake.

The *Nagasaki Express* of the 20th ultimo says:—

The Chinese riot enquiry is still dragging on a weary existence, and the affair is apparently no nearer a settlement now than it was six weeks ago. Our opinion is that six weeks hence will find it in much the same position. Messrs Kirkwood and Ideura have been recalled to Yokohama, in connection with treaty revision matters, and Mr Denison has been sent from Tokio as a substitute for the former. Mr Drummond has settled down in a furnished house, which he has rented for two months, with the option of a longer lease, fully prepared to spend the winter here,—at a fixed salary of Tls. 200 per day and all expenses! The Chinese commissioners are struggling hard to saddle the blame on to the Japanese, and are sparing no expense; but they had far better devote their money and energies to something in which they have at least a small prospect of success. Not satisfied with sending Mr Drummond to assist in complicating the affair, they have now enlisted a Mr Mack,—formerly a Shanghai policeman, and at present proprietor of a livery stable at that port,—to endeavour to work up evidence. For some reason which we fail to understand, Mr Mack, who is staying at 'Smith's Hotel,' adopted an assumed name previous to leaving Shanghai. It is reported that money is no object; but in spite of the most liberal terms we are afraid his mission will be a complete failure. It is well known that the Chinese are all bound under a penalty of $10 not to divulge anything to anyone outside of their own nationality, that could in any way be construed into evidence against them. So far as the Japanese are concerned, no such action has been considered necessary, and the affair has been freely discussed from the first. The last of the Chinese wounded were sent on board one of the men-of-war in harbour yesterday, from the Sailors' Institute, which building was placed at the disposal of the Chinese authorities from the night of the riot, at the request of Admiral Lang. The Rev. A. B. Hutchinson, Hon. Sec. and Treas. of the Institute, has, we hear, received a cheque from Admiral Ting for Tls. 200, for the use of the premises.

The *Japan Gazette* translates the following from a native paper:—

It is owing to tedious examination of the witnesses by Mr Drummond, that the negotiations are dragging. Among others examined with great zeal, were two girls engaged by certain Chinese as their mistresses, and several days were occupied in their examination. They were produced by the Chinese authorities to support their allegations, and as, in the course of their examination, some points were elicited which might be turned to account, the lawyer exerted himself greatly. Eventually, however, they were dismissed as unqualified to be witnesses, being low and unprincipled women.

THE UPPER YANGTZE.

Merchants will be deeply interested in the following extract from the *Shanghai Courier* of the 28th September:—Practical steps are now being taken to test the feasibility of navigating the Yangtze between Ichang and Chungking. Mr Simpson and Mr Colin Buchanan left here last week in a house-boat, towed by a steam launch, and it was rumoured that their destination was Chungking, whither they were going on a surveying expedition. The story is that they started from here with papers to proceed as far as Chinkiang, and on arriving there it was necessary for them to obtain fresh papers to proceed further. Application, it is said, was made on their behalf to proceed to Chungking, but the Taotai refused their request, so they found themselves with the river barred against them, and they retraced their steps to Shanghai, arriving here in the steamer *Peking* on Sunday. We are not aware what steps they now intend to take. Their projected visit up the Yangtsze was supposed to be in the interests of Messrs. Jardine, Matheson and Co., and competition being good for trade, it is satisfactory to be assured that the China Merchants Steam Navigation Company are also on the alert, and it is expected that in the course of a few days Captain Knights, accompanied by a shipping engineer who recently arrived from Home, are to start on a surveying expedition up the Yangtsze. It is not to be expected that they will be stopped at Chinkiang, but we must wait and see.

Tientsin.

(*'Shanghai Mercury' Correspondent.*)

Tientsin, 23rd Sept.

The Customs at Taku have reported the arrival of five German men-of-war. They are anchored in the river close to Taku, and one of them—the *Wolf*, is on her way up here. I hear that one is the *Bismarck*, with Admiral Knorr on board. There must have been very high water last night at the Taku bar if a vessel like the *Bismarck* could cross it. Don't you think there must be something wrong with the Customs here and at Taku? We do.

This morning Li's steam yacht *Kwei Ma* took our German friends down to escort Admiral Knorr up to Tientsin. It is said however, that the Admiral is on his way up in the gunboat *Wolf*. Admiral Knorr and *suite*, with Baron von Ketteler, will pay a visit to Li Hung-chang, and then will invite H.E. to visit the German squadron at Taku. At least this is the present programme.

The Customs Taotai, by request of Li, has entertained the Korean officials from Sŏul, the Korean Consul, Mr von Mollendorff, and Judge Denny at dinner at his yâmen. Ng-Choy acted as interpreter to Judge Denny.

Judge Denny and the three Korean officials will return to Sŏul by the first Japanese steamer via Chefoo.

Mr Consul Byron Brenan and Mrs Brenan are expected to arrive here to-morrow, and Mr and Mrs. Bristow return to Chefoo. Both foreigners and natives, including Li Hung-chang, regret Mr Bristow's departure.

The Chinese are beginning to appreciate our new local paper, the *Shihpao*, and the circulation is increasing.

Messrs Tong King-sing and Kinder arrived here the day before yesterday to consult with the Customs Taotai and Mr Ng Choy about the railroad now under construction.

The output of Taiping coal at the Mines has reached, according to reports, 900 tons per diem. Steamers running between here and Shanghai report very favourably on its quality, and declare it to be superior to Takasima coal.

24th September.

Admiral Knorr and *suite*, accompanied by Baron von Ketteler and Dr Lenz, paid a visit to Li Hung-chang at 10 o'clock this morning.

Exchange.

Hongkong, *October 6.*

On London—	
Bank, Wire,	3/2¼
" On demand,	3/2⅜
" 30 days' sight,	3/2½
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Credits, 4 "	3/3
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On New York—	
On demand,	78
Credits, 60 days' sight,	79¼
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Wire,	222⅝
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Wire,	222⅝
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A FIVE-ROOMED HOUSE at the PEAK, Good TENNIS GROUND attached.
Apply to
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Hongkong, January 28, 1880. 192

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Apply to
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FROM the 1st September next, the Commodious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION.
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E. L. WOODIN,
Acting Superintendent.
Hongkong, August 21, 1886. 1614

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With Immediate Possession.

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GILMAN & Co.
Hongkong, January 1, 1882. 14

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THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.
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NOTICE.

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Hongkong, September 27, 1886. 1848

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If required, protection will be granted on first class Lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information, apply to
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Agents, Hongkong & Canton.
Hongkong, January 4, 1867. 100

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NEW VIEWS OF HONGKONG ARE NOW READY,
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Continue to Supply:

SODA	WATER,	LEMONADE,
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At the same Moderate Charges.
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Intimations.

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FOR the Convenience of Customers, the Productions of the 'CHINA SUGAR REFINING COMPANY, LIMITED,' can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their Monthly Requirements in writing direct to the REFINERY at East Point.
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ON THURSDAY, the 19th October, 1886, at Noon, the Company's S.S. *ANADYR,* Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until Noon.
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th October, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, October 2, 1886. 1882

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Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.
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RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, October 2, 1886. 1884

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON TUESDAY, the 2nd day of November, 1886, at Daylight, the Company's Steamship *NURNBERG,* Capt. BERDROW, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this port as above.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st November, 1886. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.
The Company is prepared to GRANT POLICIES of INSURANCE on TREASURE and CARGO shipped by their own Steamers.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, October 5, 1886. 1906

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 12th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, September 23, 1886. 1831

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *ANCONA,* Captain S. F. COLE, with Her Majesty's Mails, will be despatched from this for LONDON direct, *via* SUEZ CANAL and usual Ports of Call, on TUESDAY, 12th October, at 4 p.m.
Cargo will be received on board until 10 a.m. on the day of sailing.
Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.
For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
Passengers desirous of insuring their baggage can do so on application at the Company's Office.
N.B.—This Steamer takes Passengers and Cargo for MARSEILLES.
E. L. WOODIN,
Acting Superintendent.
Hongkong, September 27, 1886. 1856

NOW ON SALE.

INDEX
TO THE
'CHINA REVIEW'
from
VOLUMES I TO XII.
1.—LIST OF CONTRIBUTORS.
2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

PRICE, - - - - - - - - 50 CENTS.
To be had at the *China Mail* Office, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

CHINA COAST METEOROLOGICAL REGISTER.

OCTOBER 4.—AT 4 P.M.

Station.	Barometer red. to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hrs.
Manila	29.83	89	68	SW	1	c	—
Haiphong	29.85	84	—	NE	—	o	—
Hongkong	29.92	79	71	E	2	o	—
Amoy	29.93	81	62	S	3	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.96	74	70	N	2	b	—
Nagasaki	—	—	—	—	—	—	—
Wl'ostock	29.79	60	—	S	1	c	—

OCTOBER 5.—AT 10 A.M.

Station.	Barometer	Temperature.	Humidity.	Direction.	Force.	Weather.	Rain
Bolinao	29.87	83	—	ESE	1	b	—
Haiphong	29.92	83	—	N	—	b	—
Hongkong	30.01	81	62	ESE	1	b	—
Amoy	30.04	78	61	NE	2	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.99	72	81	—	0	b f	—
Nagasaki	—	—	—	—	—	—	—
Wl'ostock	29.89	56	98	N	2	c	—

The barometer is still rising and gradients continue moderate. The temperature is rather high, the humidity moderate and the weather fine.
W. DOBERCK,
Government Astronomer.
Hongkong Observatory, October 5.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees, Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER. *b* blue sky, *c* detached clouds, *d* drizzling, rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).
7. RAIN, in inches, tenths and hundredths.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Ægean	5 k	Thomas	Brit. str.	750	July 10	Arnhold, Karberg & Co.	....	Laid up
Afghan	7 c	Roy	Brit. str.	1439	Oct. 5	Gibb, Livingston & Co.		
Airlie	7 c	Ellis	Brit. str.	1402	Sept. 29	Russell & Co.		
Amatista	...	Anderson	Brit. str.	678	Jan. 31	Russell & Co.	....	K'loon Dock
Breconshire	5 c	Waring	Brit. str.	1320	Oct. 5	Adamson, Bell & Co.		
Carisbrooke	...	Cass	Brit. str.	973	Sept. 12	Douglas Steamship Co.	....	K'loon Dock
Cecero	8 h	George	Brit. str.	1030	Oct. 6	Arnhold, Karberg & Co.	Kutchinotzu	
City of Sydney	4 k	Friele	Amer. str.	3400	Oct. 2	P. M. S. S. Co.	San Francisco	12th inst.
Clara	3 h	Christensen	Ger. str.	674	Sept. 4	Siemssen & Co.		
Claymore	5 c	Gulland	Brit. str.	1201	Oct. 6	Russell & Co.		
Crusader	5 k	Rowin	Brit. str.	648	Sept. 21	Arnhold, Karberg & Co.	Haiphong	To-day
Dafila	...	Mooney	Brit. str.	552	May 29	Wieler & Co.	....	Patent slip
Danube	...	Anderson	Brit. str.	561	Sept. 14	Yuen Fat Hong	....	Ab'deen Dock
Decima	5 k	Oestmann	Ger. str.	965	Oct. 0	Siemssen & Co.		
Deuteros	9 h	Lüthjens	Ger. str.	1197	Sept. 23	Siemssen & Co.*		
Drachenfels	3 h	Tarée	Ger. str.	1559	Oct. 4	Melchers & Co.		
Dupuy de Lôme	4 c	Coup	Fch. str.	2662	Oct. 5	Russell & Co.		
Euphrates	3 h	Edwards	Brit. str.	1300	Sept. 19	Russell & Co.		
Feilung	5 c	Crawford	Brit. str.	756	Oct. 6	Butterfield & Swire		
Fero	5 c	Sörensen	Ger. str.	759	Aug. 26	Siemssen & Co.		
Fooksang	3 h	Hogg	Brit. str.	990	Oct. 6	Jardine, Matheson & Co.	Shanghai	To-morrow
Freyr	3 c	Lund	Dan. str.	419	Oct. 3	Arnhold, Karberg & Co.	Haiphong	To-day
Ganger Rolf	3 h	Moller	Norw. str.	1157	Sept. 26	Eduard Schellhass & Co.		
Gratitude	8 c	Wake	Brit. str.	1201	Oct. 6	Mitsui Bussan Kaisha		
Haiphong	5 h	Ashton	Brit. str.	1122	Oct. 6	Douglas Steamship Co.	Coast Ports	10th inst.
Johann	3 h	Bingo	Ger. str.	427	Sept. 2	Wieler & Co.	Swatow	To-day
Kong Beng	2 h	Jones	Brit. str.	862	Oct. 3	Yuen Fat Hong	Bangkok	8th inst.
Melita	2 c	Mörck	Ger. str.	339	Oct. 5	A. R. Marty		
Namoa	...	Pocock	Brit. str.	826	Oct. 1	Douglas Steamship Co.	Coast Ports	K'loon Dock
Pathan	4 c	Rowley	Brit. str.	1726	Sept. 29	Gibb, Livingston & Co.	Sydney, &c.	To-morrow
Peking	3 h	Heuermann	Brit. str.	954	Oct. 6	Siemssen & Co.	Shanghai	To-morrow
Phra Chula Chom Klao	...	Lightwood	Brit. str.	1011	Sept. 29	Yuen Fat Hong	....	Ab'deen Dock
Picciola	3 c	Th. Nissen	Ger. str.	875	Oct. 5	Bun Hin Chan	Swatow & Amoy	8th inst.
Pilot Fish	6 h	Stepani	Brit. tug.	161	June 2	H. K. & W. Dock Co.	....	Tug plying
Polyhymnia	5 c	Nagel	Ger. str.	1053	Oct. 5	Siemssen & Co.	Hamburg	To-morrow
R. Rubattino	5 c	[illegible]aferello	Italian str.	3044	Sept. 29	Carlowitz & Co.	Bombay, &c.	To-morrow
Roehampton	9 c	Sanderson	Brit. str.	1397	Sept. 3	Butterfield & Swire		
Stettin	5 c	Warnkes	Ger. str.	1878	Sept. 29	Melchers & Co.	Yokohama & Kobe	
Stratheden	3 h	Hutton	Brit. str.	934	Oct. 2	Arnhold, Karberg & Co.	Bangkok	8th inst.
Tantallon	7 c	Partrige	Brit. str.	1309	Oct. 4	Takasima Colliery Co.	Nagasaki	
Thibet	5 c	Mudie	Brit. str.	1671	Oct. 6	P. & O. S. N. Co.	Kobe & Yokohama	15th inst.
Travancore	7 c	Logan	Brit. str.	1149	Sept. 23	Russell & Co.	Yokohama & Kobe	To-morrow
Tritos	2 c	Bleicken	Ger. str.	1142	Sept. 26	Siemssen & Co.	Saigon	To-morrow
Velox	3 c	Kallsen	Ger. str.	636	Sept. 18	Eduard Schellhass & Co.	Saigon	To-morrow
Verona	2 h	Horne	Brit. str.	1865	Oct. 5	P. & O. S. N. Co.	Shanghai	To-day
Vortigern	3 c	Brown	Brit. str.	873	Oct. 5	Arnhold, Karberg & Co.		
Vorwaerts	3 c	Bruhn	Ger. str.	612	Sept. 14	Wieler & Co.		
Welle	3 c	Piper	Ger. str.	395	Oct. 1	Wieler & Co.	Hoihow	To-day
Wingsang	2 h	Croix	Brit. str.	1315	Oct. 4	Jardine, Matheson & Co.	Calcutta, &c.	14th inst.
Sailing Vessels								
Annie	...	Kroncke	Ger. bqe.	424	Aug. 30	Wieler & Co.	....	K'loon Dock
Annie W. Weston	5 k	Duncan	Amer. bqe.	793	July 20	Russell & Co.	New York	
Antioch	8 h	Hemingway	Amer. bqe.	953	Sept. 28	Arnhold, Karberg & Co.		
Antoinette	3 c	Bunje	Brit. bqe.	884	Sept. 24	Melchers & Co.		
Benjamin Sewall	6 k	Ulmer	Amer. sh.	1362	July 23	Pustau & Co.	New York	
Billy Simpson	2 h	Brown	Brit. bqe.	432	Sept. 17	Chinese		
Botvid	5 k	Henriksen	Norw. bqe.	580	Sept. 17	Melchers & Co.		
Cosmo	5 k	Bennet	Brit. bqe.	1229	July 2	Eduard Schellhass & Co.	Hamburg	
Francis B. Fay	3 k	Pettegrove	Amer. bqe.	845	Aug. 4	Chinese	New York	
Galatea	10	Colville	Brit. sh.	1693	Aug. 1	Melchers & Co.	San Francisco	
George Curtis	4 k	Sproul	Amer. sh.	1746	Aug. 25	Siemssen & Co.	New York	
Grandee	9 c	Ev[illegible]ns	Amer. sh.	1254	Aug. 23	Adamson, Bell & Co.		
Harvester	3 c	Taylor	Amer. sh.	1428	Aug. 25	Order		
Hydra	2 c	Binge	Ger. bqe.	785	Aug. 30	Gonsalves & Co.	Honolulu	
India	6 k	Rich	Amer. sh.	1230	July 2	Carlowitz & Co.	New York	
Johann Carl	7 c	Boysen	Ger. sch.	144	Sept. 18	Blackhead & Co.		
John Frahey	7 h	Ryan	Brit. sh.	1147	Sept. 25	Messageries Maritimes		
Livingstone	3 c	Steffens	Ger. bqe.	531	Oct. 5	Wieler & Co.		
Osburgha	3 k	Cook	Br. 3m. sc.	346	Oct. 1	Order		
Papa	1 c	Henne	Ger. bqe.	748	Sept. 24	Siemssen & Co.		
Penobscot	8 c	Eaton	Amer. bqe.	1066	Sept. 28	Adamson, Bell & Co.		
Ralph M. Hayward	8 c	Baxter	Am bqt ne.	574	Oct. 4	Arnhold, Karberg & Co.		
Revolving Light	6 k	Durkee	Brit. sh.	1316	July 17	Carlowitz & Co.	New York, &c.	
Ribston	8 h	Neave	Brit. bqe.	397	Sept. 14	Jardine, Matheson & Co.		
Ringhorn	3 k	Beck	Nor. bqe.	587	Sept. 27	Eduard Schellhass & Co.		
Santa Filomena	3 k	Mendiguren	Span. sch.	448	Sept. 17	Chinese		
Sarah Hignett	8 h	Morgan	Amer. sh.	1357	Sept. 24	Eduard Schellhass & Co.		
Sofiid	4 k	Leston	Sp. 3m. sc.	525	Sept. 21	Lane, Crawford & Co.		
Spinaway	4 k	Garrick	Bri. bgtine.	325	Sept. 25	Siemssen & Co.		
Tarapaca	3 c	Graham	Brit. bqe.	494	Sept. 28	Captain		
T. F. Oakes	2 h	Clift	Amer. sh.	1896	Aug. 15	Russell & Co.	San Francisco	
Wandering Minstrel	5 k	Hudson	Brit. bqtin.	366	April 14	Arnhold, Karberg & Co.		
Wildwood	3 k	Sawyer	Amer. sh.	1099	Sept. 5	Captain		
Zouave	6 k	Soper	Amer. sh.	1151	July 2	Arnhold, Karberg & Co.	London, &c.	

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Port Hamilton
Champion	corvette	2380	14	2340	Captain A. T. Powlett	Port Hamilton
Cleopatra	corvette	2380	14	2610	Captain L. C. Keppel	Port Hamilton
Cockchafer	gunboat	465	4	470	Lieut.-Com. H. H. Boteler	Nagasaki
Constance	corvette	2380	14	2590	Capt. Seymour Dacres	Port Hamilton
Daring	sloop	940	4	920	Commander Davis	Singapore
Esk	gunboat	360	3	340	—	In reserve
Espoir	gunboat	465	4	470	Lieut.-Com. H. R. Adams	Hongkong
Firebrand	gunboat	455	4	460	Lieut.-Com. D. L. Dickson	Shanghai
Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Haiphong
Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	Vladivostock
Linnet	gun-vessel	756	5	1050	Commander W. Marrack	On a cruise
Merlin	gunboat	430	4	430	Lieut.-Com. W. M. Maturin	Corea
Midge	gun-vessel	603	4	470	Commander H. J. Robilliard	Foochow
Rambler	sloop	830	3	690	Commander W. U. Moore	Foochow
Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Nagasaki
Satellite	cruiser	1420	8	1400	Captain Arthur H. Alington	Singapore
Solent	torpedo mining launch	150	—	—		Hongkong
Swift	gun-vessel	756	5	1010	Commander A. C. B. Bromley	Port Hamilton
Tweed	gunboat	360	3	340	—	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore Morant	Hongkong
Vigilant	paddle despatch-vessel	1000	2	230	—	For sale
Wanderer	gunboat	925	4	750	Captain Orford Churchill	Port Hamilton
Wivern	turret-ship	2750	4	1450	—	Hongkong
Zephyr	gunboat	438	4	530	Lieut.-Com. Chas. K. Hope	Port Hamilton

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.
☞ For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Albatross	Austrian gunboat	560	2	580	—	
Aspic	French gunboat	470	4	450	Commander Rupé	Chefoo
Bismarck	German cruiser	2810	16	2500	Captain Kuhm	Shanghai
Carola	German corvette	2130	10	2100	Captain Aschmann	Shanghai
Chasseur	French cruiser	920	4	745	Captain Le Gorrec	Amoy
Comète	French gunboat	475	4	450	Lieut.-Commander Noirot	Haiphong
Decres	French cruiser	1680	10	1480	Captain de Montesquon	Yokohama
General Lezo	Spanish gunboat	520	3	600	Captain F. Bastarreche	Hongkong
Jaguar	French gunboat	415	2	270	Lieut.-Commander Fouet	Haiphong
Laclocheterie	French cruiser	1910	10	1920	Commander St. Maurice	Hongkong
Lutin	French gunboat	485	4	425	Captain Duval	Haiphong
Manila	Spanish transport	1000	—	1100	Luis Bayo y Hernandes Pinron	Hongkong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Corea
Marques del Duero	Spanish gunboat	459	3	550	Captain Jose Cano Manuel	Hongkong
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Hongkong
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nautilus	German gun-vessel	755	4	600	Commander Rötger	Shanghai
Nautilus	Austrian gun-vessel	560	2	420	Captain Charles Spetzler	Nagasaki
Olga	German cruiser	2100	—	—	Captain Bendemann	Chefoo
Omaha	U. S. corvette	2400	12	1150	Capt. Thos. O. Selfridge	Port Hamilton
Ossipee	U. S. corvette	1900	7	1300	Commander J. J. McGlinsey	Yokohama
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Canton
Pluvier	French gunboat	540	—	420	Lieut.-Commander Poidloue	Haiphong
Primauguet	French cruiser	2200	15	2270	Captain M. Buge	Hakodate
Rio Lima	Portuguese gunboat	610	5	500	Lieut.-Com. Raphael d'Andrade	Macao
Sagittaire	French gun-vessel	—	—	—	Captain Krantz	On a cruise
Sivotch	Russian cruiser	900	1	1000	Commander Suoffrieff	Hankow
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Tamega	Portuguese gunboat	610	5	500	Captain Avila	Macao
Turenne	French frigate	5880	12	4250	Captain Dupuis	Yokohama
Vipere	French gunboat	480	4	425	Lieut.-Commander Lapeyrere	Kobe
Vladimir Monomach	Russian ironclad	5756	16	7000	Captain Gildebrandt	Vladivostock
Vostock	Russian gunboat	—	4	—	Commander Motchonsky	Vladivostock
Wolf	German gunboat	384	6	340	Captain Joeselike	Shanghai

SHIPPING IN CHINA, JAPAN AND PHILIPPINES WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Amoy	Brit. str.	
Norden	Norw. str.	
Oceanic	Brit. str.	
Tamsui	Brit. str.	Shanghai

AMOY.
In port on September 29, 1886.

MERCHANT STEAMERS.
Chefoo British
Haiphong British
Palamed British

MERCHANT SAILING VESSELS.
Auguste Ger. bqe.
Else Ger. bg.
Guaymas Ger. bqe
Hei-Cheong Brit. bqe
John Potts Brit. bqe.
Kong Lea Siam. sch.
Kristina Nilsson Ger. bg.
Sibirien Ger. bqe.

FOOCHOW.
In port on September 25, 1886.

MERCHANT STEAMERS.
Glengarry British
Nanzing British
Pathan British
Thales British

MERCHANT SAILING VESSELS.
Perle Brit. bqe.

SHANGHAI.
In port on September 28, 1886.

MERCHANT STEAMERS.
Anadyr French
Ancona British
Antenor British
Chi Yuen Chinese
Cito German
Danish Monarch British
El Dorado British Chefoo, &c.
Fuh-wo British
Fuyew Chinese
Hector British London
Ingeborg British
Kent British
Killarney British
Kiang-teen Chinese
Kiang-Kwan Chinese Hankow, &c.
Kiang-yung Chinese
Lennox British
Marcia British
Meefoo Chinese
Ningchow British
Ningpo British
Poo Hua British
Pautah Chinese
Pekin British Hankow, &c.
Peking British
Prinz Leopold German
Store Nordiske Danish
Taku British
Tungchow British
Waylee Chinese
Wismar British
Yangtse French Marseilles
Yung-ning Chinese

MERCHANT SAILING VESSELS.
Adam W. Spies Amer. bqe.
Albania Brit. sh.
Ariel Norw. sh.
Birtie Biglow Brit. bqe.
Charley Brit. bqe.
Chingtah Chi. bqe. Laid up
Colombo Chi. bqe.
Columbus Ger. sh.
Cutty Sark Brit. bqe.
Daniel I. Tenney Amer. sh.
Doretta Siam. bg.
E. T. Crowell Amer. bqe.
Helena Brit. bqe.
Hikaku Maru Japan. bg.
Hilda Brit. bg.
John C. Potter Amer. sh.
Maria Brit. bqe.
Meridian Siam. sch.
Naupactus Brit. sh.
Ran Norw. bqe.
Rembrandt Amer. sh.
Sea Swallow Brit. bqe.
Solidor Brit. bqe.
Sulitelma Brit. bqe.
Sunrise Amer. sh.
Von Moltke Brit. bqe.
Walter Siegfried Brit. bqe.

NAGASAKI.
In port on September 18, 1886.
Kozaki Maru Japan. bqe.

YOKOHAMA.
In port on September 25, 1886.
Ada Brit. sch.
Archimede Brit. bqe.
Beatrice Brit. bqe.
Endora Brit. bqe.
Favonius Brit. sh.
F. Grampp Ger. bqe.
Republic Amer. sh.
St. Nicholas Amer. sh.
Theo. Ruger Ger. sh.
Utrecht Dut. sh.
Ventura Brit. sh.
Wilwood Brit. sh.

KOBE.
In port on September 22, 1886.
Honanwar Brit. sh.
Lalla Brit. bqe.
Mabel Taylor Brit. sh.
Queen Emma Brit. bqe.
Snow & Burgess Amer. sh.

HIOGO.
In port on September 22, 1886.
Honouwar Brit. sh.
Lalla Brit. bqe.
Mabel Taylor Brit. sh.
Queen Emma Brit. bqe.
Snow & Burgress Am. sh.

CEBU.
Furness Abbey Amer. bqe.

MANILA.
In port on September 25, 1886.
Adelina Ger. bqe.
B. of Oregon Amer. bqe.
Farragut Amer. sh.
Invincible Amer. sh.
John Macleod Brit. sh.
J. M. Clerk Brit. bqe.
Lord Lytton Brit. sh.
Stephan Ger. sh.

ILOILO.
Annapolis Brit. bqe.
Austria Brit. bqe.
Michele A Ital. bqe.
Sooloo Amer. sh.
St. Julien Brit. bqe.

Printed and published by GEO. MURRAY BAIN, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.